Preview: Daytona '82

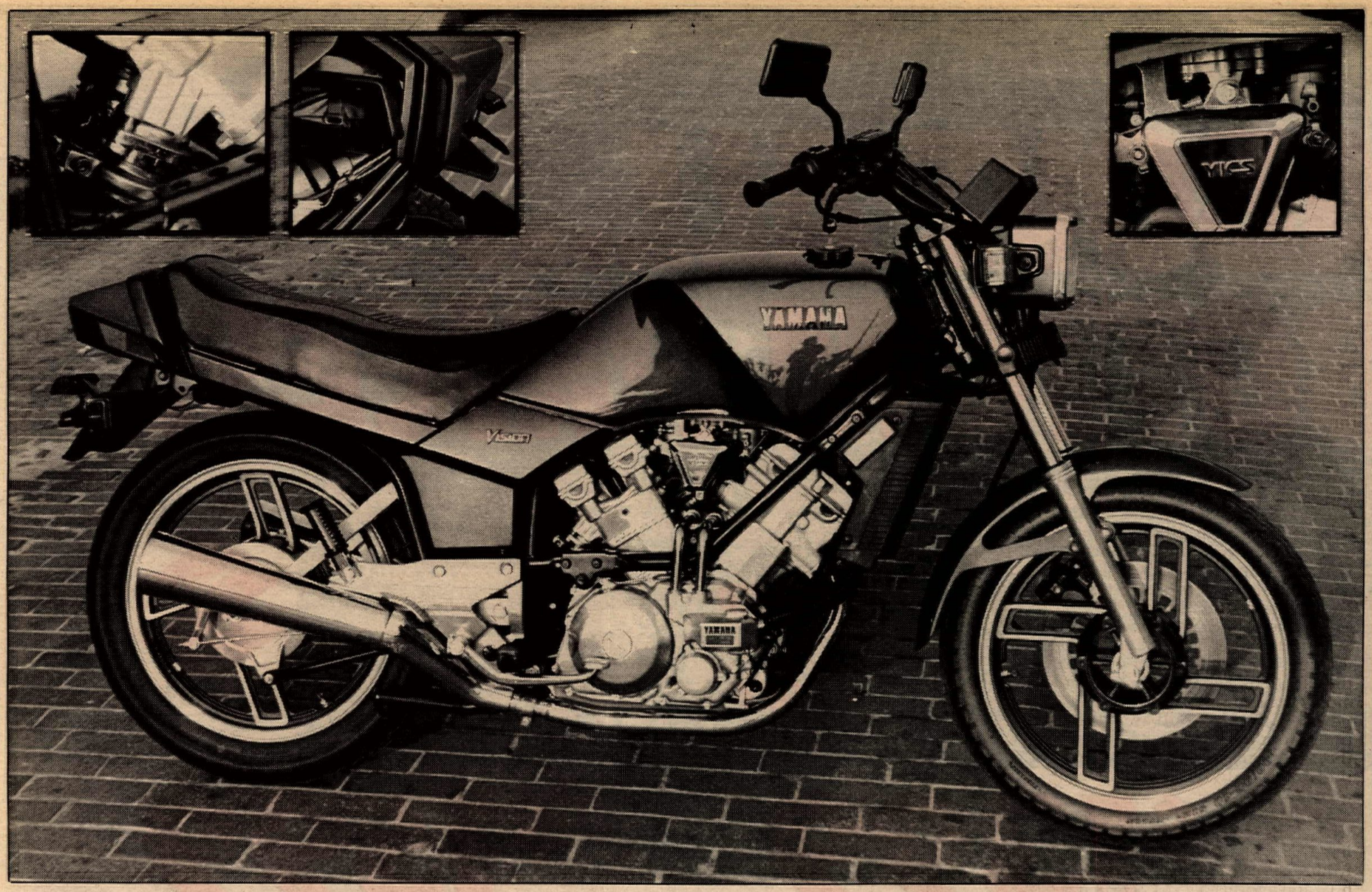
CYCLE NEWS

WEST Volume XIX : Number 8 : March 10, 1982 85¢

Hurricane rips Atlanta Supercross!

A peek at Yamaha's Vision

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER



(Above) Yamaha's Vision is strikingly different than your run of the mill motorcycle. Finless "V" engine, angular style and trailing axle forks are the first items to catch the eye. (Inset top left) The Vision's rear cylinder exhaust exits from the back of the head and is almost hidden in the surrounding metalwork. (Center top) The tail section is utilized as a storage area. Note the excellent hand holds for a passenger. Turn signal stalks are rubber. (Far right) Hidden under the Fuel tank and behind the YICS box are two 34mm downdraft carburetors.

Impression: Yamaha XZ550RJ Vision

School's out

By Karel Kramer and Mark Kariya

By the time a person has spent their allotted time in some manner of institution of higher learning, they generally have begun to feel some of the "Big Man on Campus" syndrome.

They are about the most knowledgeable and self assured of their peers, but when they go into the job market, they find that the tables have turned. All of the sudden, they are the young ones asking the questions. The people around them are doing more and better work. The new graduate can just cruise, or he can get on the gas, get defiant and rise to the occasion.

Yamaha's Vision is in that same kind of situation. It came from the drawing board into one of the coldest and hardest of motorcycling's worlds. The 550cc displacement class is virtually filled with the finest machines in history. All are light, fast, handsome and can carve corners like a chef does a fine roast. Pretty rough competition for the graduating class.

Five-fifties these days tend to fall into two classes — sporting, like the Kawasaki KZ550 and the Suzuki 550, and really sporting, like the GPz, Seca and Katana 550.

The Vision has the parts to be tops in both of these classes, but in the real world of going to work and weekend playing, it falls short by a bit — soft front forks. Yamaha has blessed the Vision with, simply, the neatest motor ever to rest in the tubes of a medium size frame. Wide, smooth power and lots of it is the Vision's forte. This magical motor is cradled in the arms of a stout frame and wrapped with beautifully finished, if a bit unorthodox, body work.

People made the Vision the object of conversation everywhere we rode it, and one man in a beautiful truck asked if we had to go out of state to get a bike that nice. Most other comments were about how much gas the large fuel tank holds (not as much as it looks like).

First day on the job

The Vision has more unique features than its liquid-cooled V-twin engine. Up front there are a pair of trailing-axle forks. Yamaha claims this design was utilized to move the forks out in order to clear the radiator and still retain quick steering. That is very probably more than just hype as the forks do have a great deal of off-set in the triple clamps, and the Vision is definitely a quick steering motorcycle.

At the end of the forks rolls a new type of mag-style wheel that appears to have a very large cast hub. In reality the hub portion is hollow and is supported by strong, light mini-spokes. Lighter brake discs can be used with this design because the disc bolts up directly to the hub. The bottom line here is less steel and more aluminum or less weight.

On top of the unusual forks are a top clamp/handlebar combination and a one-piece instrument pod containing a tachometer, speedometer and water temperature gauge. A row of idiot lights just below the instruments tell you when you have lost your oil pressure, found your neutral or your high beam. Turn indicator lights are in the instrument pod.

The gas tank has a claimed capacity of four and a half gallons, but with the bike on reserve our bike took only 3.3 gallons to top off the tank.

We rode the bike hard, and it went on reserve like clockwork at 120 miles which works out to around 36-37 mpg. Normal riding will certainly yield a better figure.

The tank covers two downdraft carburetors, an airbox and a single shock. The radiator is mounted on the front down tubes but is filled via a reservoir on the side of the bike.

The seat pivots up after it is unlocked and the latch at the rear is pulled. Under the seat, fuses are found and in the tail section is a small storage area that doesn't hold much more than the tool kit already residing there.

The engine, obviously a V-twin, is liquid-cooled with dual overhead cams on top of each cylinder and has four valves avoiding each piston. Lacking are cooling fins and a kickstarter.

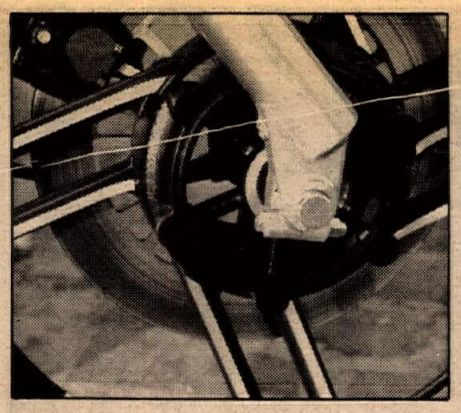
Two exhaust pipes exit each cylinder, two from the front and two from the back. Power for the shaft drive is taken off of the left side of the engine. A sight-glass on the same side tells whether the engine is getting its full 2.5 quarts of oil.

Dunlop tires are mounted on the cast aluminum wheels, and for OEM tires they are excellent! Anyone, outside of full-on racers, should be happy with their performance.

The transmission has five forward speeds and shifts smoothly but is "clunkier" than most four-cylinder bikes. Brakes are a single disc in front and drum in the rear.

On the road again

First sensations after sliding onto the Vision are pleasant. All controls fall readily to hand and are well finished. The exhaust note is very pleaant, without being offensive. Water-pumpers are quieter in terms of engine rattles so the exhaust note can be louder and still meet EPA requirements. The tach jumps easily and seems to be connected directly to the throttle, but the little motor never sounds like its revving too hard. Even at the 9,500 rpm redline, things don't sound frantic.



The engine starts easily with the assistance of the handlebar-mounted choke and is willing to ride away immediately. Yamaha recommends that the bike not be ridden till the engine responds normally to the throttle with the choke off.

When you do ride away, you will notice that the engine does not pull just off idle and must be revved just a little to move away from a stop. Mid-range power is plentiful and, at mid-throttle settings, no other 550cc pulls out of corners with such authority. When the throttle settings become wider, the little engine really pumps out the power and the torque.

Head-to-head drag races with a 550 Seca found the bikes about even, with the Vision a lot easier to get off the line. The Seca's sixth gear and more peak (to our seats, anyway) power would let it pull away sometime after the speedo was resting on the peg. Even with a large passenger, the power is always more than adequate.

Yamaha gets an A in ergonomics with this one. The footpeg/seat/handlebar relationship received raves from our testers. Odd, since one is 6'1" and another 5'7". The seat feels firm, but two 200-mile days in the canyons left our testers fresh and without "butt-itis" or sore backs. Comfort was not compromised by vibration either, the little V puts out faint movements but does not vibrate in the normal sense. Suffice it to say that it never became obtrusive, and the mirrors were always clear in any situation where we were going slow enough to hazard a glance into them.

This is a really fun motorcycle. We don't have a "normal" mileage figure because we couldn't stay away from the canyons long enough to get one. The overall light feel of the bike helps promote this feeling. The Vision flicks from side to side with ease and gives the impression of being a great handler.

After a few hundred miles a couple of problems become apparent, suspension being the most obvious. The monoshock back end kicks over sharp bumps; this would not be so bad except for the overly soft forks. The back end hits a bump and the forks move instead of the rear end. Neither end is air or damping adjustable, and this could be a fatal flaw in the market Yamaha is aiming for.

When the Vision is pushed hard, it becomes very hard to carve a smooth arc through a turn, never anything dangerous, but disconcerting nonetheless. The geometry is set up to turn quick in the first place, but under load the forks dive and voila, even sharper steering.

With air caps the bike would probably handle with the best or better, but without adjustable suspension or a way to change gearing, the bike will not work as a racing tool. A few modifications and the Vision would be an enjoyable canyon companion, but that is the only area in which the Vision can be a stand-out.

TheVision does not have the utility to compete with the Seca 550 or the KZ550 Kawasaki. The permanent bars do not have enough adjustment to be comfortable with a sit-up fairing. The helmet lock requires that your helmet be bounced on the pipes several times, then, once latched, it rests your hat on the hot exhaust pipes. The rear suspension is a little stiff, but the Vision could be used for sport touring.

These criticisms would be minor if the Vision was in the price range of the competition, but the Vision is $700 more than one of the 550s it compete against. Kawasaki's GPz550 is the most likely comparison for the Vision since it is the acknowleged king of the class. List price for the Vision is $350 more than the GPz, and the "Z" offers adjustable suspension, three disc brakes, a fairing and niceties like black chrome and a detailed engine. That much of a price difference would put shocks and sticky tires on a GPz and make it even better. Buy a Seca 550 and you would have $450 to play with.

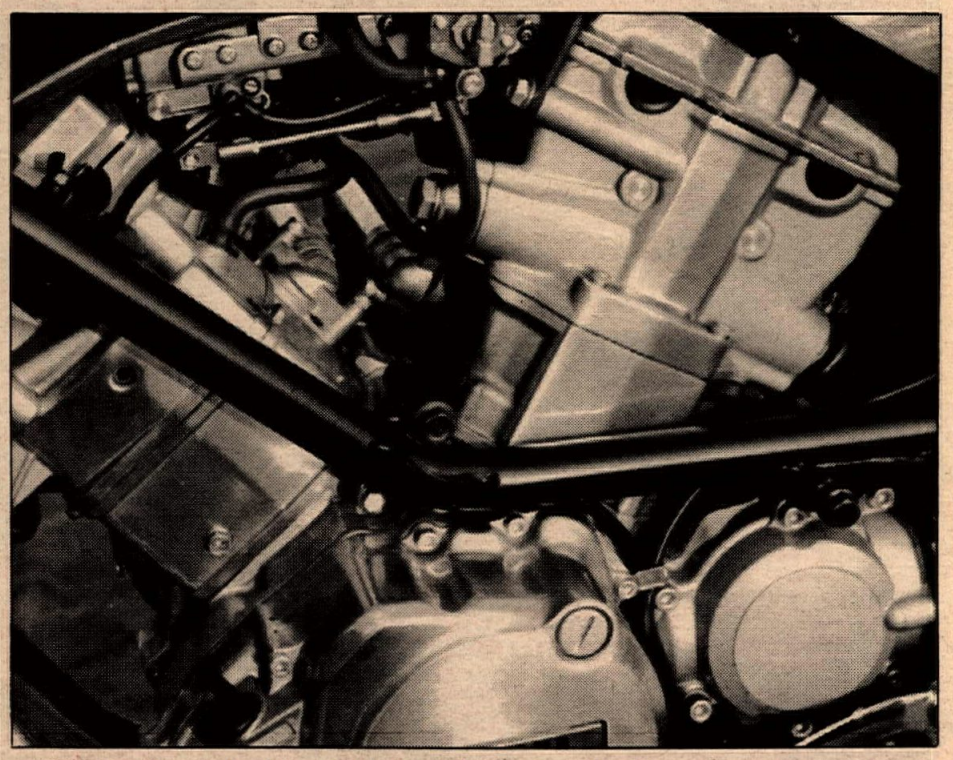
Yamaha's Vision is going to be worth the money to many people. High-revving four-cylinders are buzzy; this twin is totally pleasant. Pleasant sensations are what we ride motorcyles for. Maybe if we buy a lot of these this year, Yamaha can fix the suspension and sell them a little cheaper next year. Then they would have the best 550cc ever, in terms of pleasant riding ability.

Bottom line time

Even though we had complaints with the Vision, it is very fun to ride. When you accelerate through the gears hard, it wheelies in the first three gears. It darts through corners, carries a passenger quite well and has the most comfortable and useful hand holds for the passenger we have ever encountered. (A little too comfortable, girls preferred them to the rider's waist.)

The driveshaft eliminates a couple of the every day hassles of riding a bike. Our Vision started so readily that one tester rode it even in cold weather when his own bike had a fairing simply because it was like a puppy — always ready to go play. As a play bike it excels; it's up to you to decide how much that is worth to you.

If Yamaha gets defiant and, like the college grad in the beginning of the test, gets the little things under control, then everyone else needs to watch out. So many people will be having "Visions," the competition will think it's the second coming!



(top left) Clever hollow hub is only noticeable from one side. (above) Carburetor linkages and the shaft power takeoff are on the left side.

Specifications

Engine

Type	Four-stroke, liquid-cooled, DOHC V-twin.
Bore x stroke	80 x 55mm.
Displacement	552cc.
Compression ratio	10.5:1.
Carburetors	34mm Mikuni downdraft (automotive type).
Air filter	Reusable paper, single element.
Starting system	Electric start only.
Lubrication system	Wet sump.
Transmission	Five-speed constant mesh.
Clutch	Wet multi-plate.
Ignition	Battery, full transister.
Headlight	12V, 65W/60W (quartz bulb).
Tail light	12V, 8W/27W x 2.

Chassis

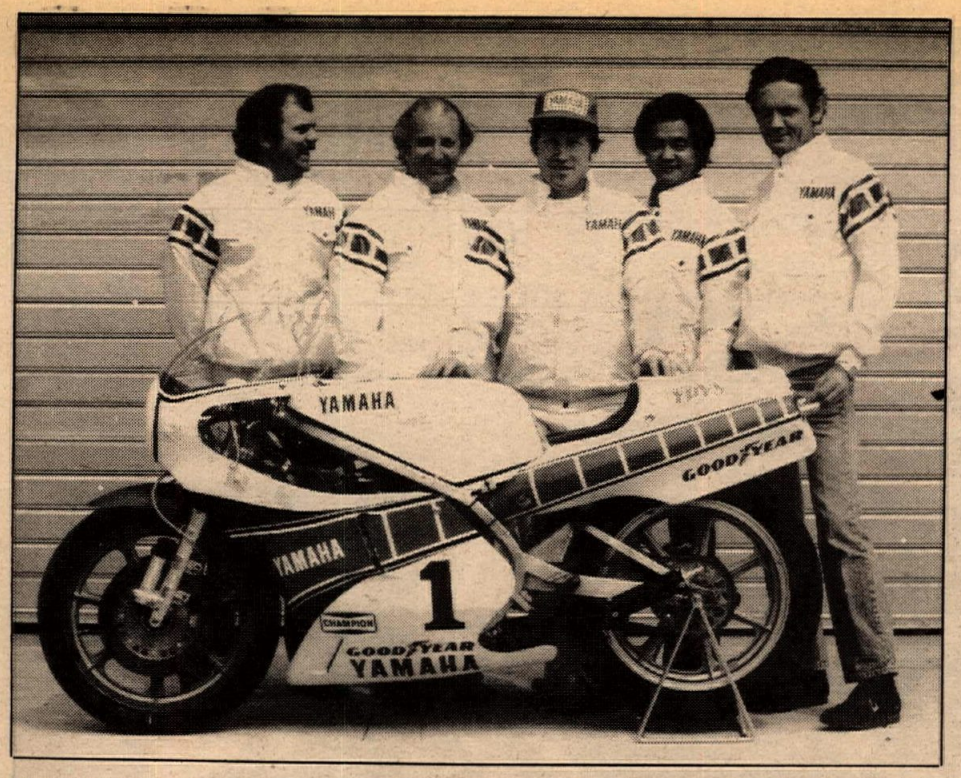
Front suspension	Oil damped telescopic.
Rear suspension	Oil damped gas/coil sprung monoshock.
Rake	26°20'.
Trail	116mm.
Front tire	Dunlop 90/90x18 tubeless.
Rear tire	Dunlop 110/90x18 tubeless.

Dimensions

Wheelbase	56.9 inches.
Ground clearance	5.3 inches.
Weight	(claimed) 467 lbs. w/gas and oil.
Fuel tank capacity	4.5 U.S. gallons.
Oil Capacity	2.5 U.S. quarts.
Suggested list price	$3099.

Preview: Daytona '82

Who will win and why



Will the Daytona winner's circle be another Pig Farm (left) or can the Yamaha crew (above) get Kenny Roberts' 500cc square four there?

By Steve McLaughlin

Steve McLaughlin won the Daytona Superbike race in 1976 on a BMW and in 1978 on a Yoshimura Suzuki. He led the Daytona 200 on a TZ750 Yamaha in 1975, crashed with 15 laps to go, and picked up his bike to finish 6th without a windscreen.

In 1980 he was manager of the Honda racing team and rode a superbike for the team. Going back farther, the current Superbike rules started with McLaughlin's suggestions, ditto with the current Formula One rules. He was AMA rider representative for six years. He's no longer racing, but he's paid enough attention to want to stick his neck out with these Daytona predictions.

The 200-mile Formula One race

The Daytona 200 is unique in several ways. First is the dollars. It has the biggest purse of any single race in the world and always has. And the riders get that money not through start money—there isn't any—but by winning, so the riders get what they're worth.

It's also an event with the fastest motorcycles in the world competing on the fastest track in the world. Because of the Formula One rules with different displacement capacities (1025cc four-strokes, 750cc two-strokes with 23mm intake restrictors, unrestricted 500cc two-strokes) the race has interesting contrasts mechanically.

The length, being 200 miles, makes the race more difficult. Grand Prix races are about 100 miles. The Daytona 200 isn't quite long enough to change tires partway through, so the tires aren't working very well the last 40 miles and neither is the chain, generally. There's a certain amount of wear and tear and fatigue and strategy going on. In the 200 mile races I've been in—I think I've been in 12—the greatest machine mortality rate comes about 40 miles from the end.

The setup of the machine is unique. You're running at a higher speed than at any other motorcycle track in America. You have to set your suspension up a little stiffer for the bank turns and you try to work on your hydraulics and your fork damping, so you don't get extreme pitching when you're on the brakes. You come up to a turn at such a high speed and jump on the brakes and you get a lot of weight transfer and you have to keep the rear wheel on the ground. It's basically a horsepower/brake track. You naturally have to have good brakes and have to get the suspension right so the thing is stable and have your transmission ratios right for acceleration and top speed, and you've got to have power.

Dale Singleton has won the Daytona 200 twice and finished second once and he's a perfect example of the most successful strategy. All the guys I've seen win at Daytona did the same thing. Their primary effort isn't to be there with the leaders at the drop of the starting flag. The successful strategy isn't to be the hare but rather the hound. But you have to be close, not out of sight of the leaders, at the critical last 20% of the race. At the beginning Singleton always runs about sixth, seventh, eighth, right around there. And he's ready when the other guys have their problems.

This year the race will have an unusually large number of competitive riders, so pit stops, getting in and out of the pits and getting refueled without catching fire, is going to be very important. Even pit signals could make the difference.

You're looking at the best 200 field since 1974 when Agostini won. Randy Mamola, Kenny Roberts, Freddie Spencer, America's best, coupled with two-time winner Singleton and a very strong lineup from Europe, Fontan, Sarron, Van Dulmen. Unfortunately, I understand that 500cc World Champion Marco Lucchinelli will not compete.

Then there's the conflict between machine types. The top works four strokes will have the most horsepower. Next in the power battle are the Yamaha TZ750s, but only the very top runners in that group, like Singleton's. The big four-strokes will have the top speed, the TZ750s will have the acceleration, and the 500s will be very close judging by the lap times turned by Lawson and Mamola in testing. The four strokes will get the two strokes coming off the line but the agility of handling and the light weight of both the 750s and the 500s will even it out as the race goes on. I still think the Yamaha 750 is the best bet for win. We still don't know if the works 500s will last the distance. The Yamaha 750 has a proven track record. The four-strokes have yet to carry any-

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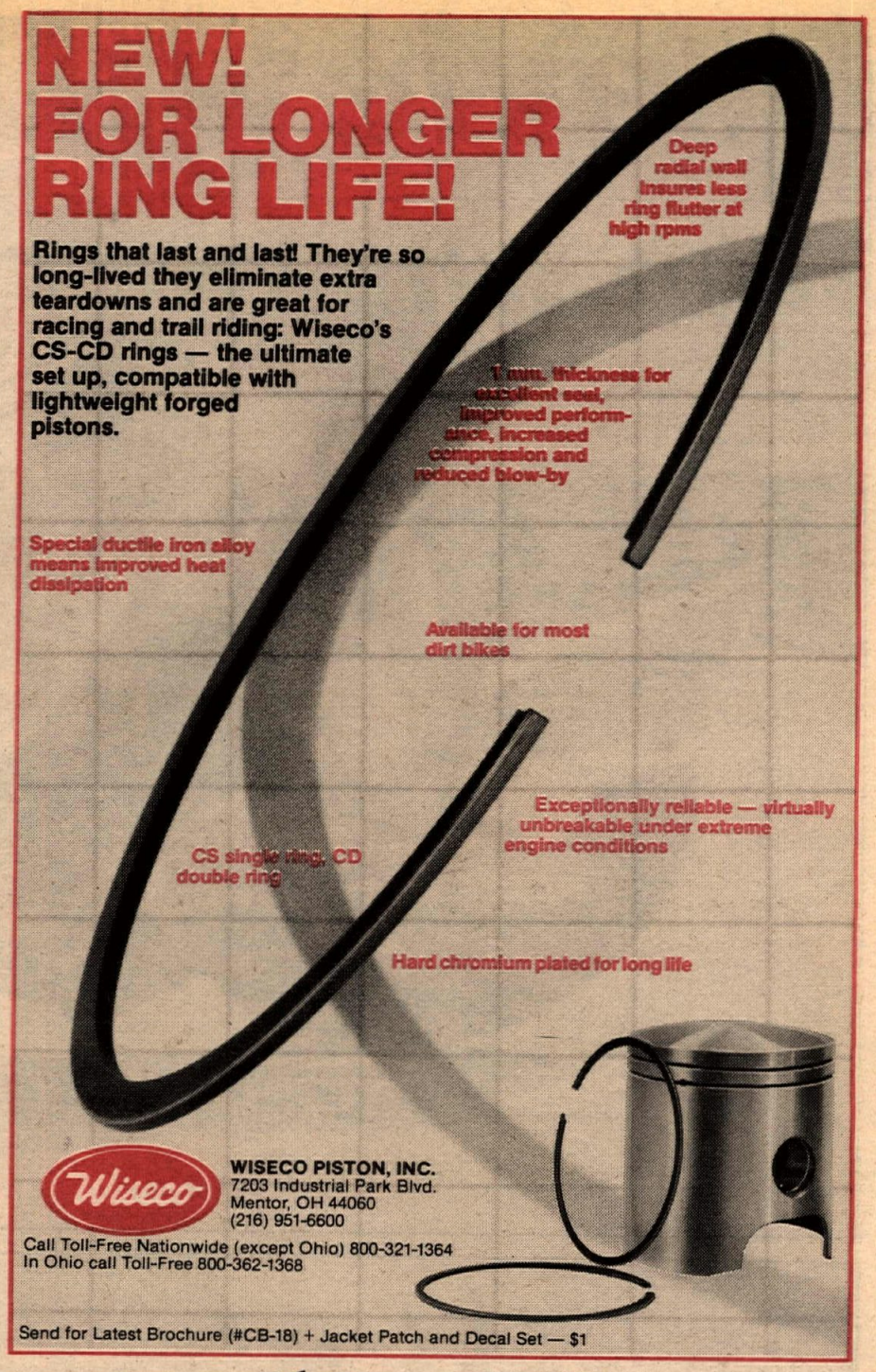

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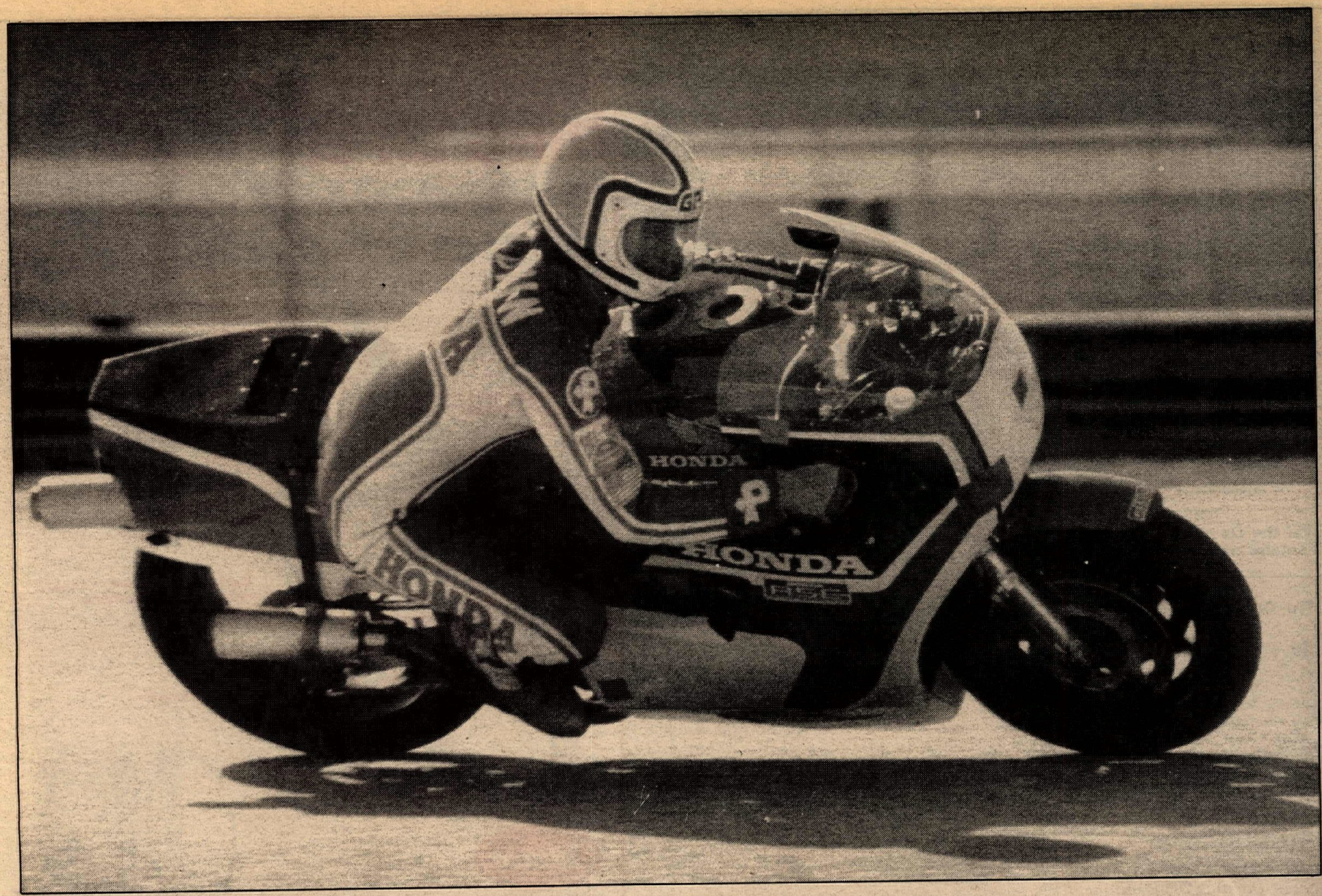
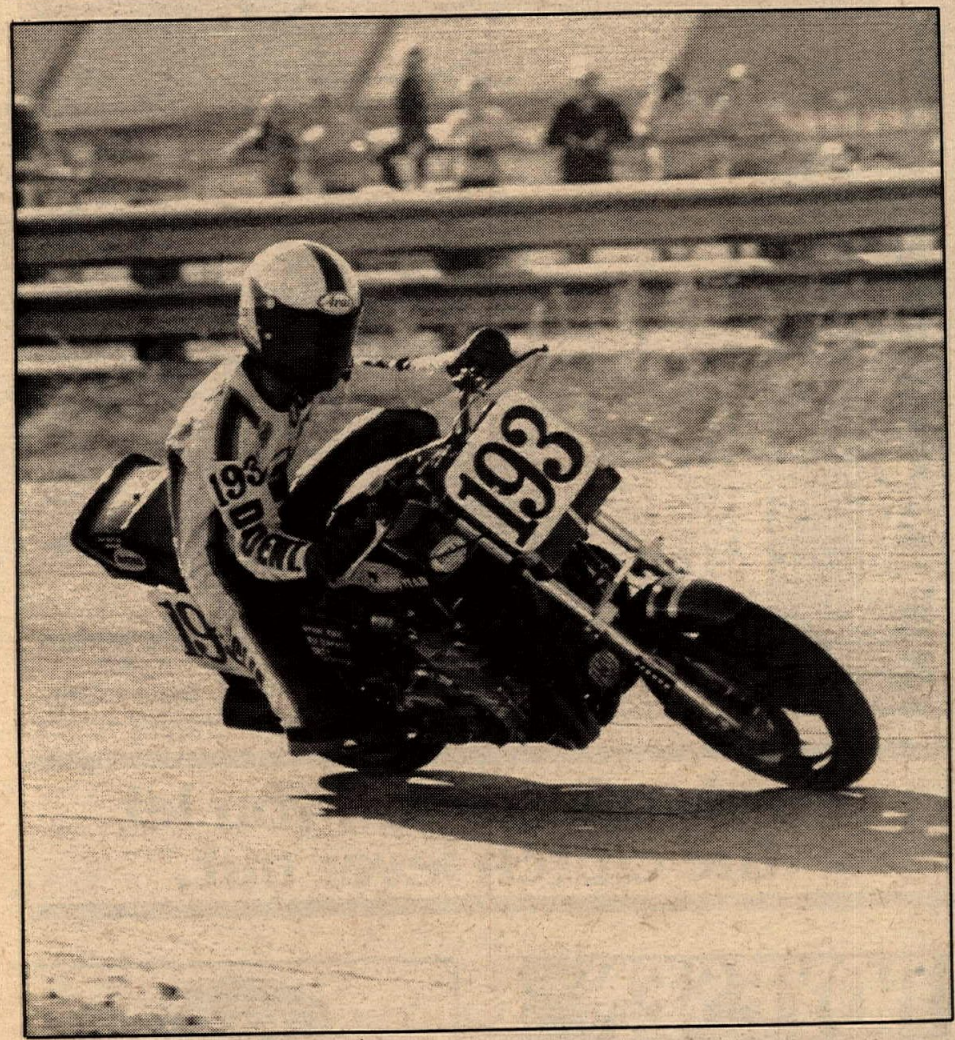
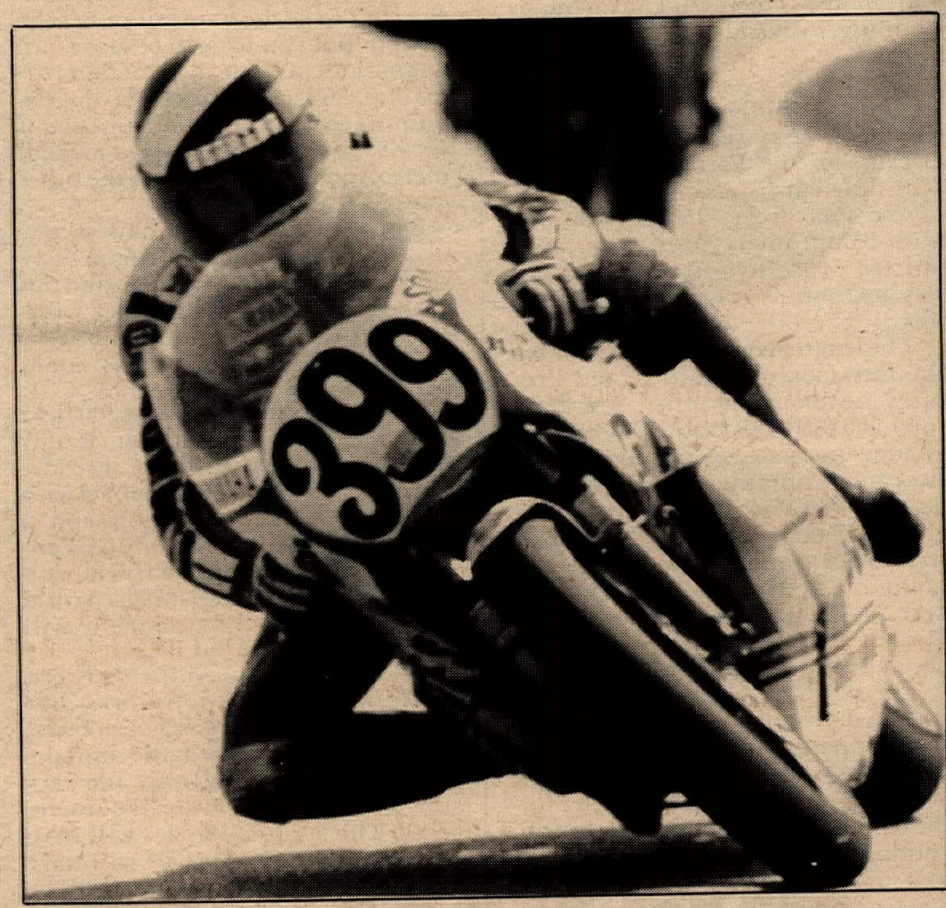




(Above) Mike Baldwin will get one of the two Honda FWS 1000cc V-4s. (Below left) Privateer Doug Polen was fourth at the Daytona '81 season-ender. (Below) Frenchman Marc Fontan was second last year.



body to an up-front finish and haven't had lengthy reliability with the fastest riders. Look at Freddie Spencer. He led the race last year on a Honda four stroke, but didn't finish. And this year he's riding a new machine, a V-4 that's untested as far as being actually race proven.

The Four-Strokes

I think that from the point of massive effort, Honda is number one in the four-stroke category. They'll be running an interesting group of machines. Freddie and Mike Baldwin will be on the new FWS V-4 water-cooled machines while Roberto Pietri will be riding an inline four-cylinder with a Moriwaki aluminum chassis. The Moriwaki frame is an improvement over what American Honda's been running to date. But the FWS is totally untried in the heat of actual competition. Fred turned 2:03 lap times in pre-Daytona testing which is just a second off the all-out lap record owned by Kenny Roberts on a 750 when 750s weren't restricted. But will it last?

I think Roberto's machine is the odds-on reliability favorite of the group. The engine is known to be reliable, if it's ridden at rpm limits necessary for it to live for 200 miles. He has the best chance of finishing with a Honda.

I think this will be the best year Roberto's ever had He's progressed very rapidly as a rider and at the end of last year, he passed Cooley with quite a bit of authority at the Kent, Washington, Superbike race. I think you're going to see Roberto as a contender. He's not quite ready to win

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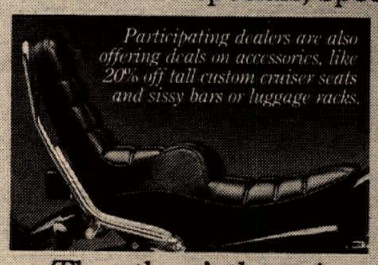

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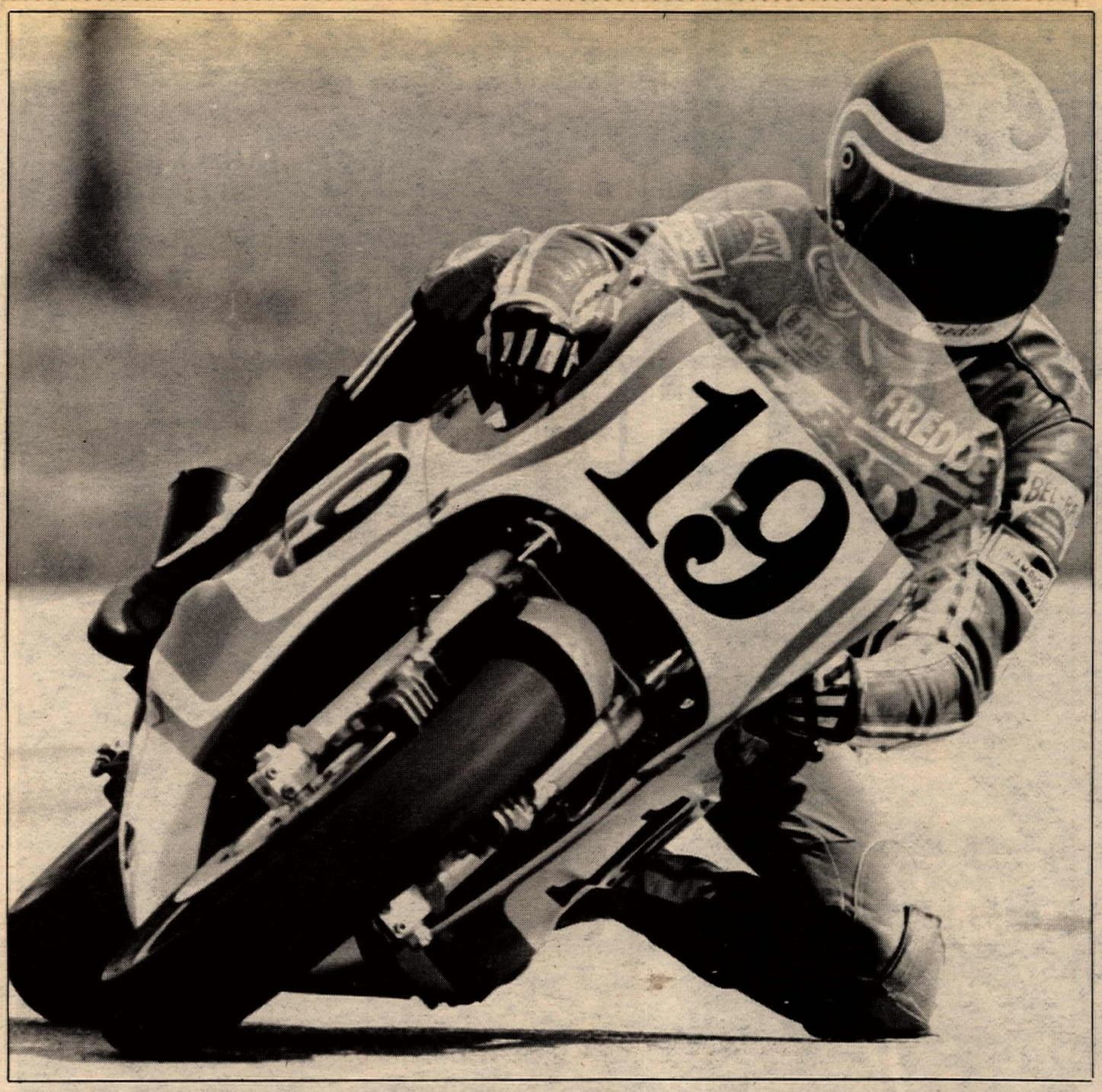
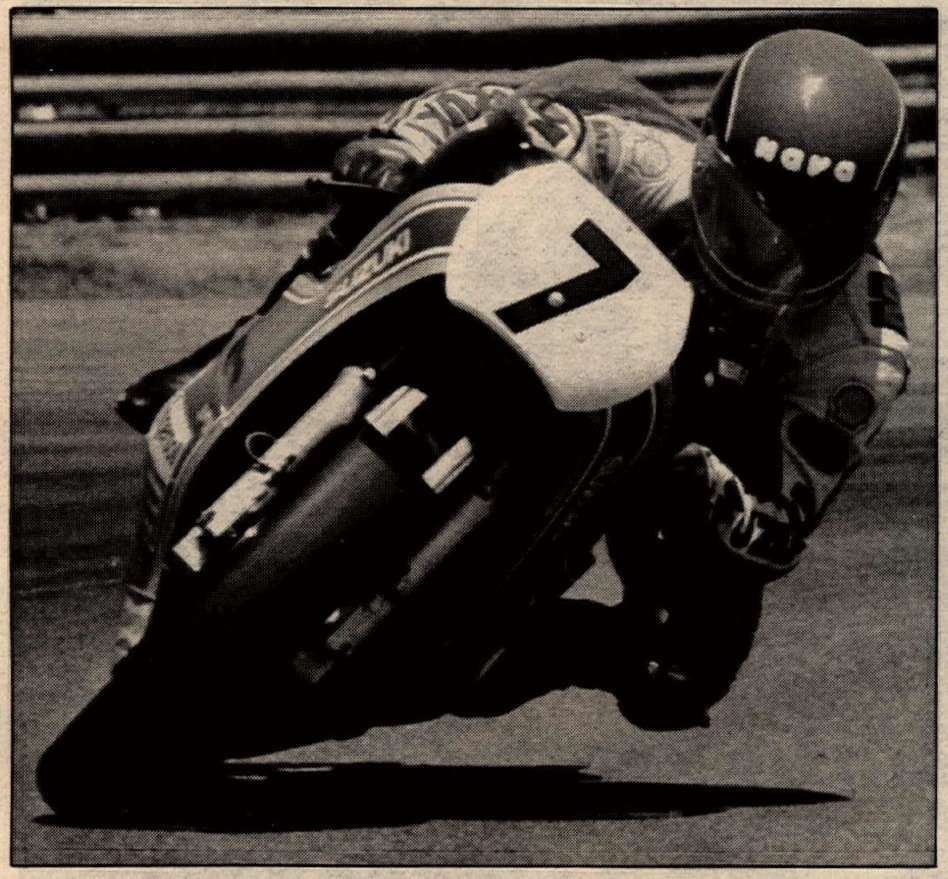




Freddie Spencer (top) and Randy Mamola (above) are among the favorites. Both are very fast, but have had little luck at Daytona.

unless he wins through attrition but he's definitely a contender.

Freddie Spencer has the ability to beat anyone, any time around any racetrack. He can sit on the pole. I believe this is Freddie Spencer's Daytona, as far as him being the fastest guy on the track. But that doesn't mean he'll win the race.

I can't really say about Mike Baldwin because his efforts on big four-strokes last year centered around the European endurance races, and his results were not high. It's hard for me to say since he's riding a totally new machine and his recent track record on four-strokes has been throw it or blow it. I think he's recovered from his big wreck of a few years ago but this is not the same Baldwin who lived before the wreck, with blood in his eyes to win every race. This is a more mature Baldwin, but I don't think he'll ever put out the same effort that he once did to win a race. Sometimes you have to slow down to go fast and maybe this will work for Baldwin.

Honda has the might but Yoshimura has the track record...for 100 miles. And that's all I can say for them. They have no track record for 200 miles. They're going to be running two-valve GS1000 engines for the Formula race so I don't put them in the results. I can see them qualifying well, as long as Wester (Cooley) is straight, providing he's got it together. I mean, let's not forget that not so many months ago he really injured himself seriously at Daytona, and it's hard to recover from something like a hip injury. Unfortunately, he's got to recover with all the pressure of the biggest race in the world on him, Daytona.

Wes has never shown the ability to stay with the Formula One front-runners at Daytona. I mean the Yoshimura machine has always been good for the opening lap, get it out of the hole, but Freddie was able to pass Wes on the bank turn last year and that shows power and the ability to put power on the ground. I don't see Wes as a real contender in the 200.

I think the only other really strong, major four-stroke effort worth watching at Daytona is the Team Hammer machine with Bruce Hammer riding. Bruce never has been a real contender at Daytona, but he's always ridden his own two-strokes. Now he's going to be running a Vance & Hines 4-valve Suzuki and he's got reliability proven in his winning a bunch of endurance races last year. I believe the Vance & Hines engine is quite the equal of anything. It may not be right up there with the top factory Honda effort, but even the Yoshimuras can't field a team like Honda's. And what can you say? Hammer's got the reliability, he didn't DNF a single race he ran last year with the Vance & Hines machine, and these were 4 and 6-hour endurance races. He's got a new Rob North chassis, and Rob has the knowledge to make a stable machine, and Hammer has the backup of the Moriwaki chassis he ran last year. They're not in a loser situation. I would say Bruce is looking good for a solid top five finish.

The 500s

What can you say about Kenny Roberts? He's the king. Three times World Champion. But I think this will be the first time that Kenny has ever come to Daytona when he's going to have to put on his pants the same way everybody else does.

What I mean is this: The average spectator sees Dale Singleton on a TZ750 Yamaha and Kenny Roberts on a TZ750 Yamaha and he certainly cannot appreciate that the TZ750 Roberts rides cost 10 times what Singleton's machine did. Plus Roberts has the advantage of Kel Carruthers, Trevor Tilbury, Knobby Clark, a very well-seasoned staff of very knowledgeable race people. Someone like Singleton does it all on his own.

So I think that this will be the first time, because he's on more or less equal terms. But he is the best and I predict that he'll be going for the pole position in a struggle with Freddie.

Apparently Roberts hasn't decided whether to use last year's factory bike. On the Grand Prix circuit it didn't look like Roberts had any engine reliability problem but historically Kenny has very bad luck at Daytona. Certainly I don't think his carburetor slides will stick as they have in the past two years.

Jimmy Filice will be on a production Yamaha 500 and I think while he'll do well because he has certain inherent road racing skills, his production bike will have quite a bit less horsepower than a works 500. This will be his first 200 and he has a lot to learn about that.

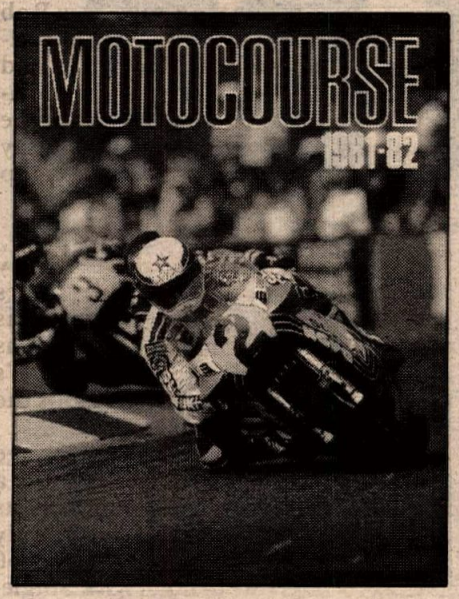
I think Randy Mamola will be riding at Daytona with a vengeance. He's returning to the Grand Prix circuit. He just missed winning the championship last year. He showed up at Daytona for testing, came right out of the truck and did 2:04 laps right off the bat. I'm sure Suzuki GB and Suzuki Japan are putting an effort behind him. There is a chance that Virginio Ferrari will also ride on a works Suzuki at Daytona, which would be great because he's an excellent rider and a personality.

Suzuki has the greatest depth in Grand Prix racing and I think that if they don't lose power past the halfway point, then they have the highest potential of any 500 for winning.

From my information, Eddie Lawson's lap times on his KR500, during a test session, were around 2:05. That's a spread from Spencer's 2:03s, but track conditions were cold for Lawson. Lawson has some advantages. He has a team around him that really likes him, that he can communicate with. I understand that the factory team has hired Martin Carney, who did the original development work on the KR500 with Kork Ballington. So they've got a real good mechanic for the KR500 in Carney and they have the support of Steve Johnson, whose credentials are flawless, tuning for Phil Read's 250cc World Champion-

(Continued to page 36)

Book Review



Motocourse 1981-82
Edited by Peter Clifford
Published by
Hazelton Securities
Hardbound, 192 pages, $36.95

"When I saw a picture of KR (Kenny Roberts) on the front of *Motocourse* for the third time, I said to myself, what a lucky man. He has his picture on the top book for motorcycle fans. I decided to join in the battle, hoping to see myself on the cover to back up my world title. That was my dream last year while I was looking at *Motocourse* during the winter," says Marco Lucchinelli, whose picture appears on the dust jacket of the sixth edition of *Motocourse*.

The newly crowned 500cc road racing World Champion is spot on in describing *Motocourse* as "the top book." While it devotes itself entirely to road racing, it does so in exemplary fashion. Again, the fantastic photos (the majority by England's Don Morley) are accompanied by enhancing text.

The bulk of the book is devoted to the Grand Prix circuit and each race is covered in detail. The inside facts — that normally only insiders are aware of — are revealed, many for the first time ever in print.

In addition to the GP coverage, the American road race scene, the European Endurance Series, the Trans-Atlantic Match Races, and several British events (including the Isle of Man TT) receive sections of their own. Chapters on aerodynamics and bike specifications provide added information.

The highlight of the book for all who view it is the photography. Over 50 full-color photos along with 225 excellent black and white pics are contained in *Motocourse 1981-82*. Many of the photos, particularly the color ones are breathtaking.

If you're into road racing, *Motocourse* belongs on your bookshelf — after you've spent hours with it in your lap! Bravo, Peter Clifford and crew! You've done it again!

Motocourse 1981-82 is available from Motorbooks International, P.O. Box 2, 729 Prospect Ave., Osceola, WI 54020 for $36.95 plus $2.95 postage and handling.

Jack Mangus

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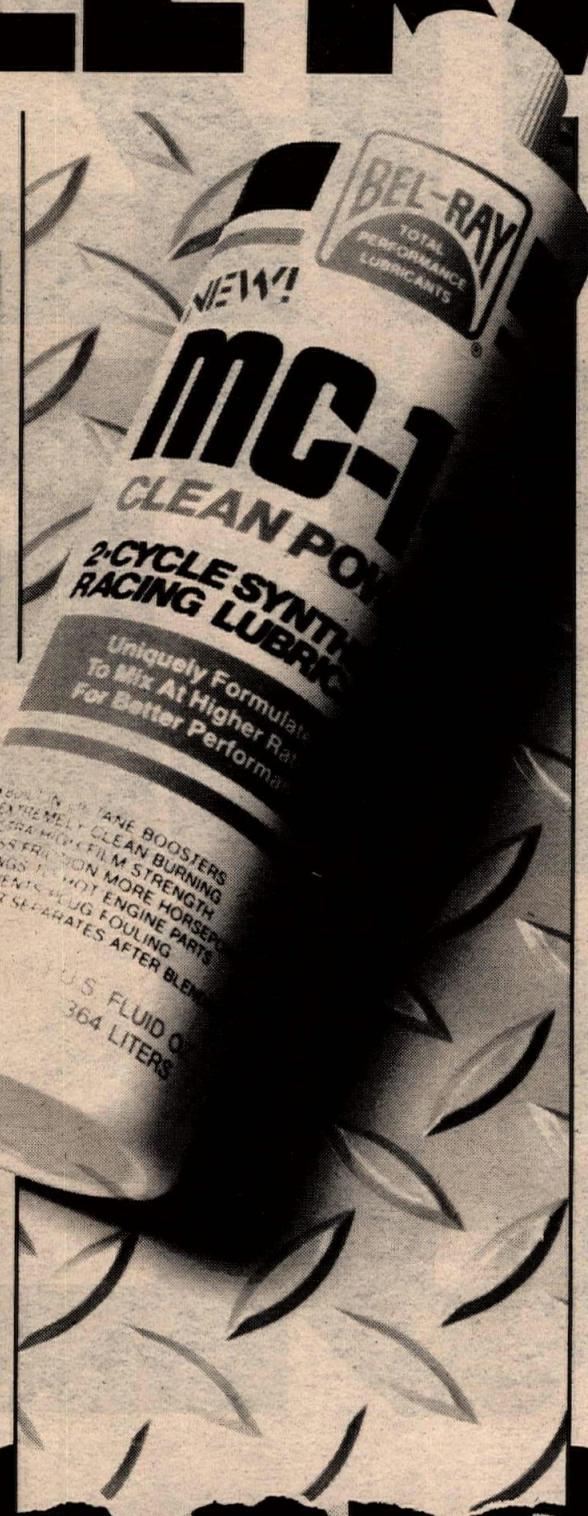
CMC Golden State MX Series

Johnny O'Mara– 125 cc Champion

Donnie Hansen– 250cc Champion



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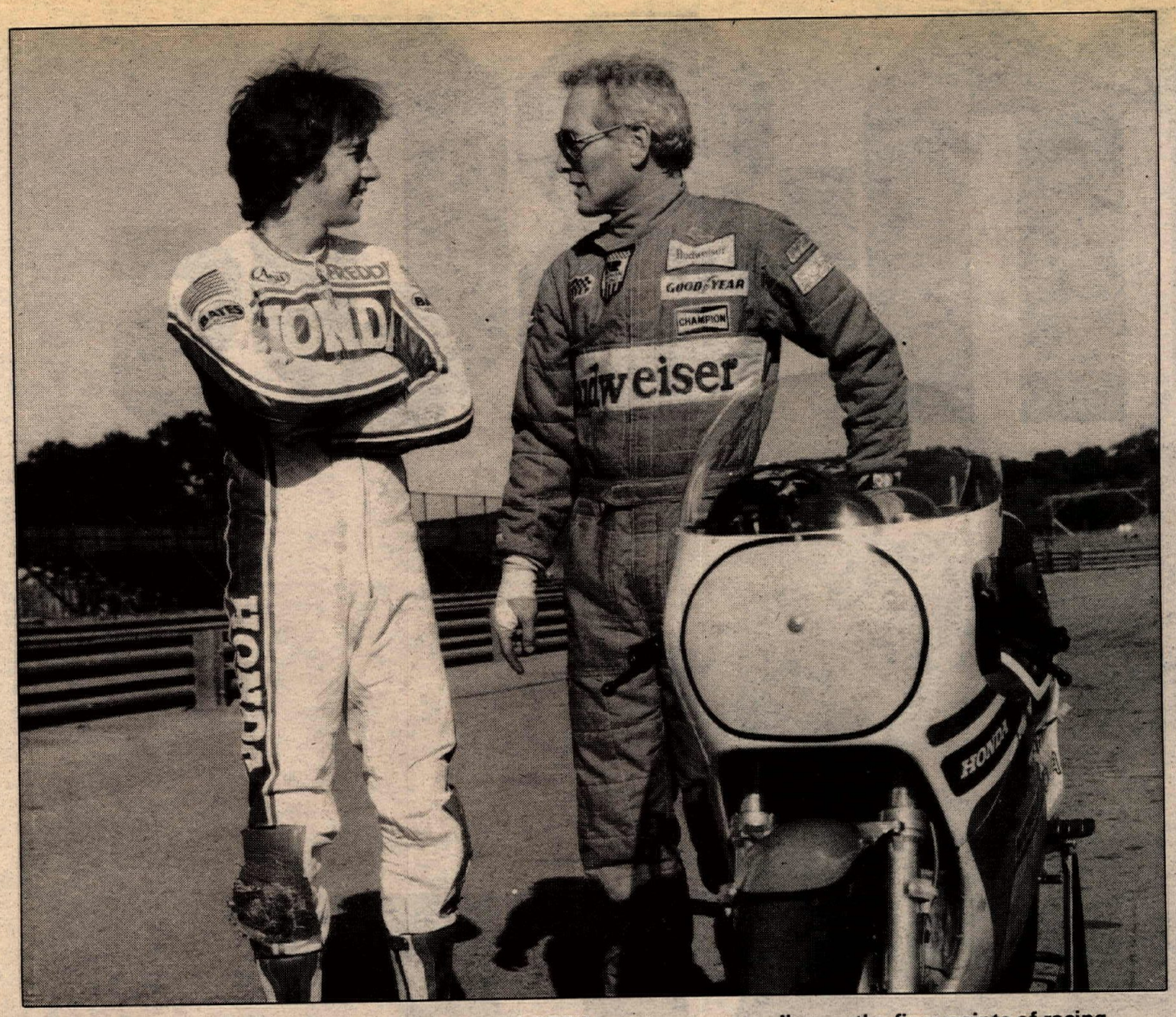

Freddie Spencer and Paul Newman, a successful SCCA sports car racer, discuss the finer points of racing.

A few words from *Fast Freddie...*

By Dale Brown

He can't legally buy a beer in many states because of his age, yet 20-year-old Freddie Spencer will spearhead the attempt of the world's largest motorcycle manufacturer to win the coveted 500cc World Road Racing Championship.

Spencer, along with defending World Champion Marco Lucchinelli, will debut the new three-cylinder two-stroke NS500 GP bikes at the Mar. 28 opening round of the series in Argentina.

Before he does that, however, Spencer will lead the Honda contingent at the Daytona Cycle Week, riding both the Bell Superbike 100 and the 200-mile Formula One race. In the latter, he and teammate Mike Baldwin will debut the 1000cc V-4 FWS.

1982 will mark the third year of the association between Honda and the Shreveport, LA, rider. Freddie has won a raft of races for the red, white and blue team, but a series title has eluded them. In his two years on the Honda Superbike, Spencer has a second and a third in series standings.

One of the favorites for the two Daytona events, Spencer is a very promising question mark as far as the World Championship Series goes. He took the NR500 to Laguna Seca and beat Kenny Roberts in a heat race, and then followed that up with an appearance at the British GP in Silverstone, where he ran fifth until mechanical problems set in.

We talked to Fast Freddie shortly after he returned from testing the FWS V-4 at Daytona, running highly competitive 2:03 lap times on the 3.87-mile Daytona road race course...

How did the Daytona testing go?
It went really good. We tested the FWS Formula One bike and I'm very pleased with it. I think that this will be the first time I've felt really competitive since 1980 in the 200 mile. The key is to last 200 miles, and the new bike's really reliable and it handles really well.

We understand you were getting down in the 2:02-2:03 range.
We had some really fast laps, faster than we've ever gone before. I always feel pretty good about that because I know about how much I'm good for, you know under racing conditions. I really feel that we'll be right in there with just about anybody.

This is pretty much of a new design. Do you think there'll be much more development work before Daytona?
Not really. I think that the bike is at its potential. What they're striving for is reliability. The race won't be run in the 2:02-2:03 range for 200 miles. At least it's never been run that fast before. There's always a first time, but I feel that the main thing is that the bike has to be reliable.

How does the V-4 perform compared to an inline four? Is the engine layout much of an advantage?
There's no difference whatsoever as far as how it makes the bike handle. The main thing is the power characteristics, the V-4 accelerates more evenly and that's the big advantage over the inline four.

You were testing the NS500 at Laguna Seca. How did that go?
I was really pleased. The first time I rode the bike, just like the first time on the Formula One bike, the initial reaction was good. It didn't need much to make it fit me, it handled good right off, and the power was there.

I really can't compare it to a factory Yamaha or a factory Suzuki because I've never ridden one. But, the bike felt good and we'll be testing it a couple more times before the Argentina season opener. Marco will be testing the bike as well, so it'll be good to get comparisons.

Are you really anticipating going to Europe, really psyched up?
I'm really lookin' forward to it. It's something that I really want to do. This is the first time in the last couple of years that I've been really excited about a season. After so many years of racing you get to the point where it's just another season. Of course I always want to do well, and I always want to win, but I'm really looking forward to this season. I feel that the bike's gonna be really good and like you say, I've psyched myself up to work hard and get prepared.

We understand Erv Kanemoto is going to be working with you.
Yes, that's another thing that makes the season so good. Irv is really good. We work really well together and we're good friends. It'll be fun — I enjoy racing a lot, and when it's fun, it makes it that much better.

How are you preparing yourself to go up in battle against guys who are, (A) outstanding riders, and (B), who have a lot of European experience, such as Kenny Roberts and Randy Mamola?
That makes it a challenge, because of course they really are good riders, the best, and they are experienced — Kenny has four seasons and Randy three seasons. That's why I'm testing the bike so much. The best thing for me to do before the start of the season is to ride the 500s as much as I possibly can so I know the bike inside and out. That way when I go to the race track, I'm not learning the motorcycle, I'm learning the race track. The best think I can do to prepare myself is to get to know the motorcycle.

If you ride the Match Races, do you think you would go with the NS500?
Probably so. That's a good weekend to get used to the bike, with six races. That's the bike I want to ride, but I'm really not sure yet.

We have heard rumors that Honda is also developing a square four.
That I really can't comment on 'cause I really don't know. I'm not really at liberty to...

But you do like the triple?
It really surprised me how much power it had. I've never ridden a triple before so I can't compare, but it felt good and it definitely had more power than the NR. We ran at Laguna, and we ran faster there than I ran on the NR the first time.

Does the bike suit your riding style, getting sideways every once in a while through corners?
That's not exactly my riding style, that comes from riding the Honda Superbike. Unfortunately the power curve on that bike makes it hard to ride. Mike Spencer went down to Daytona and turned in laps of 2:08 or so on a Suzuki, then he went on a Honda and he went 2:09. The bike's power characteristics mean if you're going to go fast you almost have to slide it. It doesn't really excite me that much, but I'm out there to win. You have to adapt your riding style to where the motorcycle is.

What I'm used to riding is GP machines, and you don't ride them like that. What I like about our new V-4 is that it's just like riding a John Deere tractor; the power delivery is really smooth. That's what we were trying for when we developed the Honda motors. I kept saying that it's going to be very hard for riders to ride this bike unless they have dirt track experience or something like that.

That Superbike motor, when it comes on, it jumps 15 horsepower within 500 rpm. It's got sudden power, and it breaks loose.

It sounds like you're riding with a light switch instead of a throttle.
Exactly, it's a light switch. From what they tell me and what I've learned, that's a, unfortunately it's a characteristic of a four-valve head and the way the head is designed. That's why they've come out with this new V motor, to smooth the power out. Hopefully, next year they'll come out with it for the Superbike, and it will really make it nice.

Looking at Daytona, as far as the 200 miler, who do you think are going to be the top guys to beat?
Well, of course, Kenny Roberts is very fast down there and then Dale Singleton is always there at the end of the race. You never know about Daytona. Kenny's the toughest and then like I said Dale, and of course my teammate Mike Baldwin, who'll be on the other bike. There will probably be six or seven top riders and it's a long race.

Two hundred miles is a long way to go.
It's a long way, so it's not like I want to go my fastest. I always want to win. I've led every lap of the race that I've been in the last two years but I haven't won yet, so hopefully three's a charm.

(Continued to page 28)

TEN YEARS AGO

Brad Lackey debuted a prototype 450cc Kawasaki MXer at Indian Dunes and won the Open Senior class with the under 200-lb. machine. For the 250cc Senior class, however, Lackey had to resort to his "rattling and rolling" CZ, but the results were the same: first overall. DKW-mounted **Larry Watkins** won the 125cc Senior class.

Norton Villiers announced that it was sending a three-man team comprised of **Phil Read, Peter Williams** and **Tony Rutter** to Daytona for the upcoming 200-mile road race. In addition, it was announced that the same team would compete at several other AMA National road races.

Speaking of Daytona, the annual cycle classic received its first woman entrant. **Jinny Durfee,** 22, was scheduled to compete in the 125cc Amateur class road race on a Yamaha.

Butch Davidson turned in a flawless performance to win both the 125 and 250cc Expert classes at an Oakdale, CA, short track. In the same event, **Skip Aksland** won the 125cc Junior class.

Triumph-mounted **Neal Mackel** was the overall winner in a hillclimb held at the Saddleback Matterhorn. In that event, **Mike Minnig** and **Gene Woods** placed 1-2 in the 90cc class, **Jeff Ward** won the 100cc class, and *On Any Sunday's* favorite hillclimber, **Malcolm Smith,** finished third in the 400cc class.

CMC switched to a two-moto format for its race at Rawhide Cycle Park in Elsinore. A pair of Mettco Penton riders, **Bruce McDougal** and **Chuck Bower** traded wins and seconds in the 125cc Senior class, with McDougal taking the second moto for the overall.**Mike Runyard** aced the 250cc Expert class over **Gaylon Mosier** and **Jon Derhammer. Gary Harris** was top 500cc Expert.

The 100s M.C put on a rocky 100-mile hare and hound near Barstow, and it was won by **Howard Utsey** and his 400 Suzuki. **Larry Pfutzenreuter** was second overall, first 250cc Expert, on a Bultaco. **Art Knapp** was third overall on a big Husky.

Bill France, Jr. upped the purse for the Daytona 200 mile road race to $30,000. This followed an IRS ruling that racing purses were exemp from a then-existing wage and price freeze.

British road racer **Paul Smart** married **Margaret Sheene**, the sister of another British road racer named **Barry.**

The indoor short track series at the San Francisco Cow Palace ended with **Kenny Roberts** besting Novice sensation **Steve Hernandez** for the main event win.

Cosmopolitan Motors announced that they had taken over United States distribution for parts and the Montgomery Wards Riverside and Mojave motorcycles, which were manufactured by Benelli in Italy.. •

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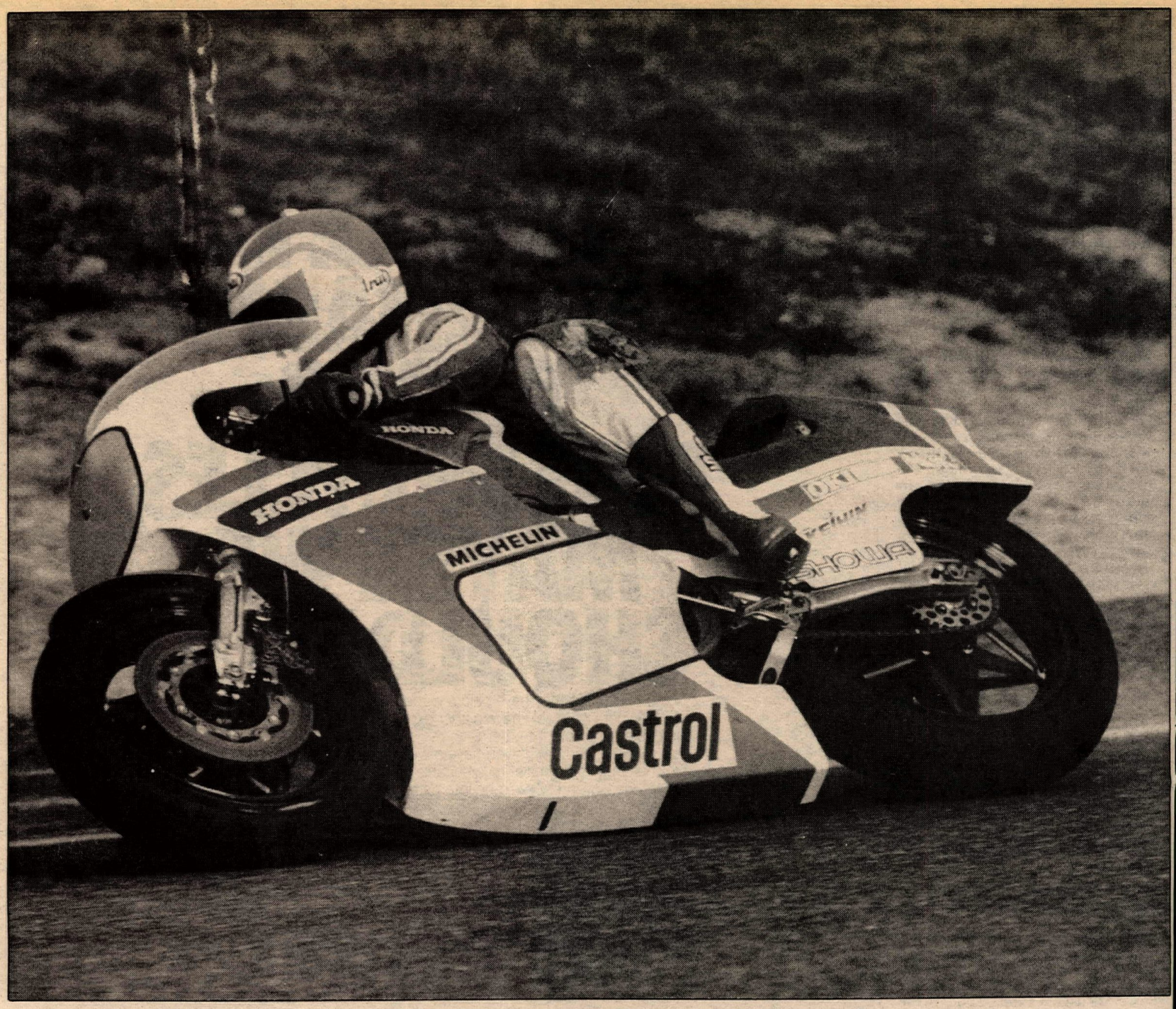

Freddie Spencer's winter test sessions have gone well. Both the bikes and Spencer seem ready to do well at Daytona.

(Continued from page 26)

...And a few more

By Chris Carter

Freddie Spencer also talked to English journalist Chris Carter, and some of the topics of discussion has been excerpted from that interview and appear below...Editor.

On riding the World Championship Series for Honda

"One of the factors was that I get on well with the people at Honda, both in America and Japan. Things would have to be not working well for me to think of switching, and the opposite is the case.

"For the past two years we have developed a good working relationship with the people at Honda, and that helped me make my decision. I want to win every race I go in, for Honda, and myself."

On the four-stroke NR500 road racer

"The four-stroke project will carry on, and I hope to be able to do a lot of work on that. Certainly I enjoyed riding the NR, even though sitting on the grid at the British Grand Prix I knew that I had to take five more steps than anyone else. There were a lot of people behind and, and I knew I was going to be fortunate to, one, get the bike started, and two, get into turn one and not be last."

"One of the problems with the NR was that the engine was big in comparison to the rest of the bike, so it was impossible to get the weight far enough forward. That made for steering problems coming out of corners, but that was something you compensated for. Even so I think that I could have gone faster on the bike, given time."

"Don't ask me why the other guys who rode the NR did not have any results. I can't speak for them, I can only speak for myself, but I do know that is very easy to lose heart when you have been riding a bike with the same problem for some time. After a while you just ride the machine around rather than race it."

"In racing you always have to keep improving. A bike is never perfect. There's always something you can do to improve it, and I feel the same way about myself. I've still got a long way to go."

"I do not feel the NR project was a failure. Perhaps the Honda factory believed that after three or four years they would win, but I knew the other Japanese factories would be working hard to stop that. It was not a failure, but I do believe they made the right move in switching to a two-stroke for '82."

"The stuff the factory learned from the NR500 is amazing. You only have to look at the new V-4 Honda we will ride at Daytona to see how they have applied that there, for example."

On his 1982 dirt track effort

"I expected that we might have some teething problems because that's what usually happens with a new bike. But we did better in our first year than Yamaha, for example, and if Honda does well in dirt racing in '82, I know I will have played my part in it."

"I tried it once and I failed. I don't regret it, but I cannot see dirt track racing getting back up to a level where it will be worth it, not financially, but from a career point of view."

"Before, I didn't know what it took to go to the 26-race series, particularly when you have trouble with the bikes. After doing so much road racing I'm not sure I want to get involved in all that again."

On the future

"I believe this year will make up for all of last year's disappointments, and in any case you can't let things like that get you down. If I had to stop racing right now I would be very satisfied with my career from what I've gotten out of it."

On coping with Europe

"I'm adaptable, and the older you get the more adaptable you become. The only thing I'm going to miss is my favorite drink, Dr. Pepper. Perhaps I'd better ship a truckload out there."

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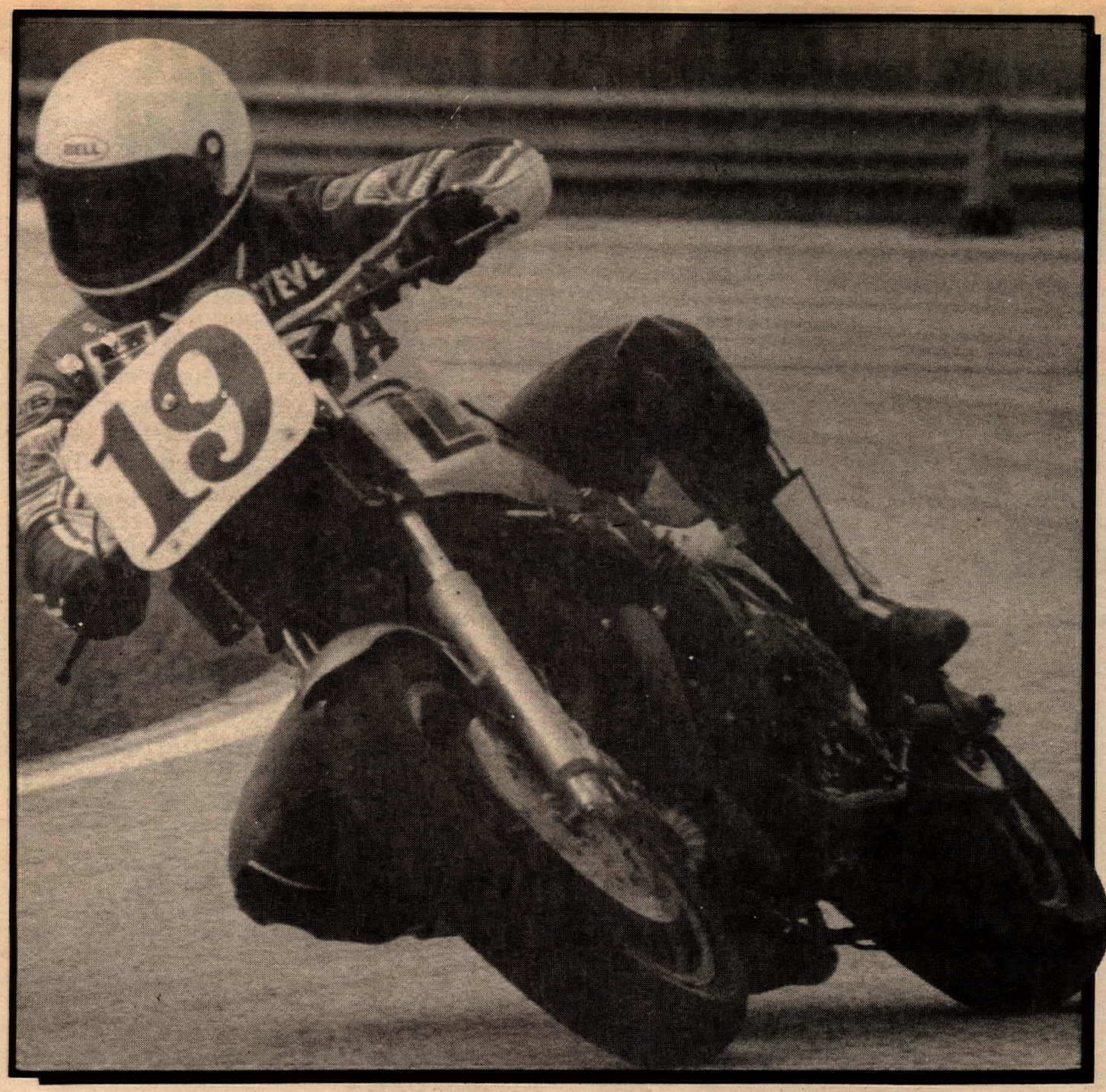


Steve Wise:

"The first time I tried a Superbike...I could not believe there could be that much horsepower under two wheels...it scared me so bad I was shaking when I got off."

By Tom Mueller
Photo by Tim Roberts

Last week Steve Wise gave us some insight into his performance at the Houston TT National on February 7, where he placed third in his first Winston Pro Series ride. MX talent, said the Team Honda racer, is well suited to the demands of TT racing. He's looking for wins in the other three TT Nationals this season, and Wise hopes that a superior effort at those events will earn him more respect than he attained in his dirt track race debut.

All of the Houston TT scuttlebutt will be overshadowed when Wise takes to the grid for the Bell Superbike 100 at Daytona on March 5. That will be his road race debut, where he will once again push, shove and bump his way to the finish—or to the ground—whichever comes first. Wise proved his ability when he timed in at 2 minutes, 11 seconds on the Daytona International Speedway course during his first visit there a few weeks ago. That lap time is competitive, and only time itself will tell where Wise will be when the checkered flag waves.

What happened the first time you rode a Superbike?

The first time I tried a Superbike out at Willow Springs (California) I could not believe there could be that much horsepower under two wheels.

It really bothered me at first. I know road racers are crazy but I thought that first ride was ridiculous. The first time I rode that Superbike it scared me so bad I was shaking when I got off, and everyone asked me how I liked it. Of course I told them I loved it. By the third time I rode it that day I was throwing it around.

There was a real high crosswind that day and it was making the bike wobble really bad at 150, and all I could think was, 'Man, does this thing do this all the time?' Then I wondered if this is what I really want to do, but those thoughts only come before or after. When you're out there you don't think about it much. You really had to pay attention when you're going from 160 to about 30.

When we tested at Daytona there was a big change. Freddie Spencer, Mike Baldwin and Roberto Pietri are so friendly and asked me if there was anything they could do for me, which was completely different from the dirt track guys. Then runnin' the bowl at Daytona, that was strange the first time.

What sort of modifications have you made in your style in order to road race?

When you get on those bikes you automatically ride differently. You have to be smooth, and I can't ride nearly as aggressively as my nature will allow. You have to start hangin' it out, hangin' your body off and gettin' your knee down there. It's going to take me about six more months to really get in tune with it. I haven't ridden a road race bike since I rode at Daytona in January.

I never ride on the street much, but when I did it wasn't very wild because I'm scared of cars. The first time I ever thought about riding the pavement was after The Superbikers (Wise won the all-terrain event twice, in 1980 and '81).

How do you realistically expect to do at Daytona in the Bell Superbike 100?

If I cut one or two seconds off per lap -- which shouldn't be too hard to do once I get down to business -- I should start on the second row. I'm looking for a top five finish, that's my goal. You might as well set your goals a bit high the first time. If I make my goal I'll be really happy.

Are you enthused about a career in TT and road racing or is it just another way to get a new contract with Honda?

No way! I am really enthused. I've been racing motocross for a long time, and I just don't have the drive to continue to train like I need to. Other avenues opened up to me, and I was talking to some people about MXing in Europe and to some Japanese companies about staying over here and racing MX. I have some different roads to go down; it isn't like I had to do this at all. I could make more money going other places, to tell the truth. The people I'm working with said they'll give me a chance, and if I'm not doing well I'll get out.

'81 was a bad year for you concerning injuries while motocrossing. Are you scared of crashing a Superbike?

The injuries I had last year weren't that serious, except when I broke my wrist. Since I became a Christian I feel totally different about life in general. Road racing doesn't bother me. I could die in a plane crash going to the race. Most of the guys out there know what they're doing, and mostly I'm worried about myself being too aggressive. I have good communication with Udo and the guys at Honda, and they talk to me about what to do.

I feel bad in a way about where I'm at. I did get the chance of a lifetime, and a lot of people are saying it's not fair I got a Superbike because they paid their dues, maybe five years racing the circuit, and then Honda hires someone new. Well, that's life. I hope people won't hold it against me personally, because everyone with talent doesn't always get the chance; that's the way it is.

Do you have any plans to ride Supercross or other MX events this year?

I was going to ride the Daytona Supercross, but I talked it over with my team manager and he asked me if I've been training hard enough to do well and not get tired and crash. He put things into perspective. If I crash MXing I might ruin my road racing career. I think I'll pass on Daytona, and I don't have any other plans in that direction this year.

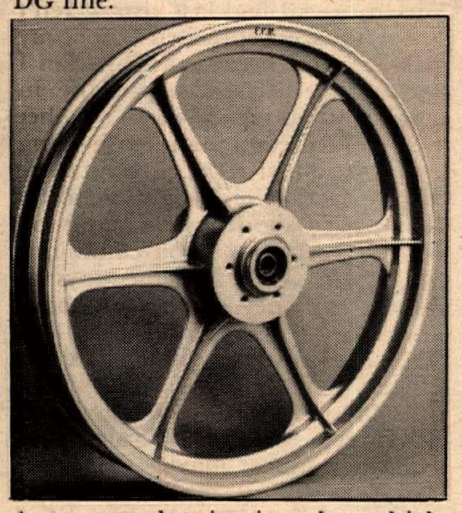
Now that you're experiencing different forms of racing, which takes the most skill?

Motocross requires conditioning and agility. You ride in the mud, in the sand, in clay, in dirt, in different kinds of terrain, we even cross pavement at the Daytona Supercross. Motocross requires the most all around work, the hardest work, and the most determination. Road racing requires perfection and serious mind control. In motocross you don't have to worry about getting off at 160.

I'm really happy I've tasted all the different forms of racing. After The Superbikers last year, which is quite a bit like road racing, I was mentally whipped. Physically I felt fine, but that night I was asleep instantly. After a good motocross race, like Unadilla, I was too sore to sleep well for three days. •

NEW PRODUCTS

Cleaning your MX boots after a day of bad weather riding can be a pain. DG Performance Specialties would like to help you with that chore. Their D'Gators are made of machine washable, colorfast nylon to protect boots from the rigors of mud and water. You just slip the slop off. D'Gators color coordinate with all DG racing apparel. The retail price is $18.95 per pair at dealers carrying the DG line.



Are you road racing in a class which prohibits the use of magnesium wheels? Deus Ex Machina has the answer. EPM will shortly begin production of cast aluminum wheels in widths for racing use only. The wheels may be used with tubeless tires and come with a racing gold urethane paint finish. For more info contact Deus Ex Machina Ltd., Dept. CN, 441 11th St., Brooklyn, NY 11215.

Gaerne boots from Answer Products are hand-crafted in Italy from top-grade leather. They are fully padded for protection and designed for freedom of movement. The boots have hook and loop fasteners on the outside and a lace inside to provide maximum support. Plastic shin guards and toes reinforced with steel plates and shanks provide extra protection. Suggested price is $139.95. See your Answer Products accessory dealer. •

Here comes the Wrangler Supercross Series!

The Wrangler brand is proud to be the 1982 sponsor of the AMA sanctioned Supercross Series. Daring, demanding, adventurous. That's the Supercross spirit. And that's the spirit of the Wrangler brand, too. So come on out and watch the riders compete for points in the $75,000 Wrangler Supercross Point Fund.

Wrangler®
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Event	Stadium	Date*
Anaheim, CA	Anaheim Stadium	1/30
Seattle, WA	Seattle Kingdome	2/13-14
Atlanta, GA	Atlanta Stadium	2/27
Daytona Beach, FL	Daytona Intl.Speedway	3/6
Houston, TX	Houston Astrodome	3/19-20
Pontiac, MI	Pontiac Silverdome	4/24-25
Kansas City, MO	Arrowhead Stadium	5/8
Los Angeles, CA	Los Angeles Coliseum	7/17
San Diego, CA	San Diego Stadium	TBA

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*Dates subject to change.

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Kenny Roberts and Randy Mamola. The two biggest names in motorcycle road racing are now together – on Dunlop Tires.

Roberts, three-time 500cc Grand Prix road race World Champion, has switched to Dunlop.

Mamola, 1981 500cc Austrian and Yugoslavian Grand Prix Champion and AMA Grand National Champion at Laguna Seca, has been riding and winning on Dunlop for years.

Kenny and Randy have a lot in common. Both are U.S. riders with great success on the international road racing circuit. Both are perennial U.S. winners. And now both have chosen Dunlop as the tire that will help carry them to future victories.

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If you're riding to Daytona, be sure to stop in at any of the dealers listed below for some special Kawasaki hospitality and services. These include special accessory and/or service discounts, priority service work, and refreshments.

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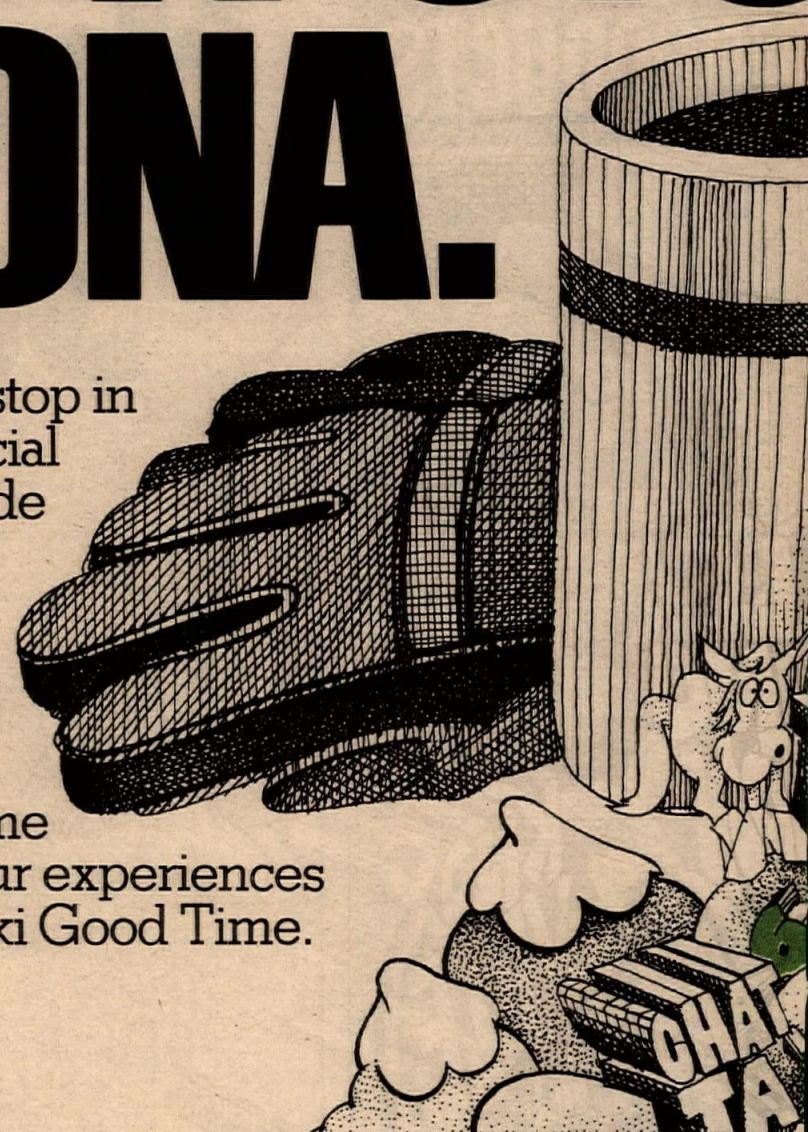

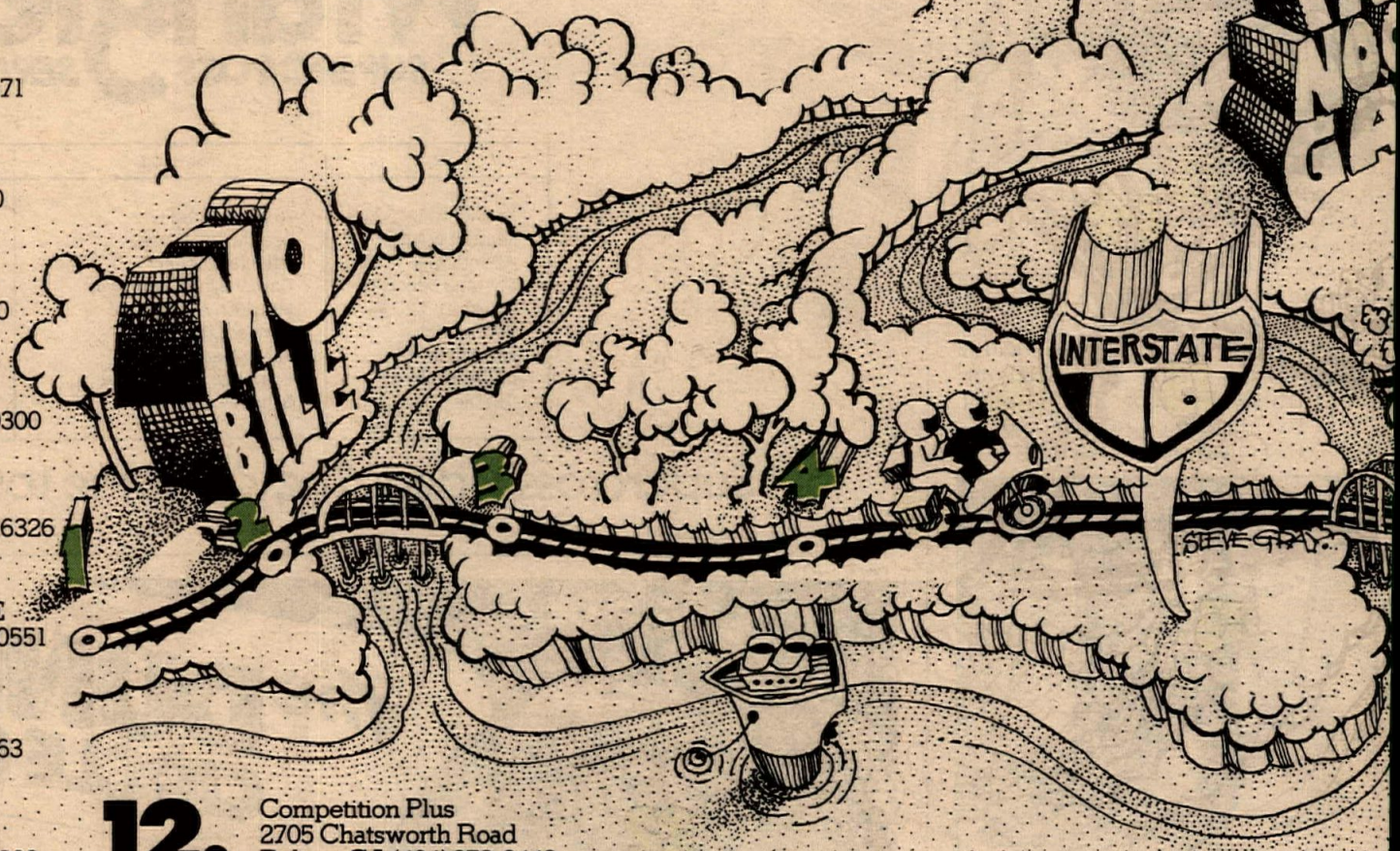

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Gulf Coast Kawasaki
3221 D. Avenue
Gulfport, MS (601) 868-3671

2. Kawasaki of Mobile
5399 Halls Mills Road
Mobile, AL (205) 661-2400

3. Mobile Cycle Center
1436 South Beltline Hwy.
Mobile, AL (205) 666-2650

4. Kawasaki of Pensacola
Hwy. 297 South
Pensacola, FL (904) 944-0300

5. The Cycle Shop
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Tallahassee, FL (904) 576-6326

6. I-75
Appleton Cycle Center
383 New Circle Road, NE
Lexington, KY (606) 293-0551

7. Kawasaki Sport Center
Hwy. 80 East
London, KY (606) 878-6963

8. Kawasaki of Knoxville
108 Lovel Road
Knoxville, TN (615) 966-0900

9. Action Kawasaki
Highway 68, West
Sweetwater, TN (615) 337-3558

10. Moe's Cycle Sales
4021 Dodd Ave.
Chattanooga, TN (615) 867-7260

11. Suz.-Kaw. of Chattanooga
4735 North Highway 58
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12. Competition Plus
2705 Chatsworth Road
Dalton, GA (404) 278-3443

13. Kawasaki Buford Hwy.
6316 Buford Hwy.
Norcross, GA (404) 447-6923

14. Kawasaki City
73 Bankhead Hwy.
Mableton, GA (404) 941-9050

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Let the good times roll.

(Left to right) Dave Coombs, Dave Jordan and Paul Schlegel checked over Loretta Lynn's Dude Ranch, the site of the '82 National.

1982 AMA Amateur/Youth National Championship MX Program

Why it changed & how it works

By Dave Coombs

Dave Coombs and Paul Schlegel have joined forces and will promote the 1982 AMA Amateur/Youth National Championship MX program. Those who participated in last year's final know that for the most part the event was a fiasco. As Coombs explains in the following article, the program has been revamped -- hopefully for the better. What follows is an explanation of the program by co-promoter Coombs...Editor.

Until now, qualifying for the AMA Amateur National was so expensive that it was driving the average parent, like myself, to the wall financially.

We started out with fresh new equipment in the spring. We then had to run either a series all over our district, or every race in some districts, up until as late as July to decide who got to move on to the next obstacle, more qualifiers. By then we had ragged out our equipment and spent much more money than we could afford traveling around our state to distant qualifiers. We often had to pass up our local tracks and championships to travel around the state just for points. Everybody was doing it. We were all really not racing so much more, but we were traveling a lot longer distances. If we made it out of our district, in order to compete with the winners of the other district qualifiers, either new bikes or a complete revamping of our old ones was needed for the "Areas" and "Regional."

Then the traveling began in earnest. Riding two "areas" and one "regional" usually meant at least two long trips or many times, three, depending on where you lived. Traveling with low mileage vehicles like motor homes, vans with trailers, or even pick-ups, really eats into your budget. After that, 40 riders per class went to the National, another trip.

I know of instances just this year where riders actually ran all the necessary qualifiers and were finally accepted to the National (or possibly the Regional) only to turn it down because they couldn't afford to make another long trip. If you read "Goin' For It" in *Cycle News* , you will notice that the majority of riders' biggest gripe about racing is usually "the cost of traveling to the races."

Last fall, the AMA Director of Amateur Activities, came to me and asked if I would help put together a National program that would be less expensive to the riders, yet more successful and prestigious than the AMA had done to this point. The AMA knew that there was a problem of burning people out rather than encouraging them to compete. I guess they came to me because I had produced successful Area, Regional and National events in the past, or maybe they knew I was a competitor as well as a father with boys who compete in the National program every year and know many of the problems first hand. Whatever the reason, they asked my assistance and I accepted.

I knew that to do the job right, we would need a lot of good help and from previous experience, no one was more qualified for the job than Paul Schlegel. We have been friends a long time and were partners in the 1978 Three Rivers Supercross. Paul promotes some pretty prestigious events, namely the Pontiac Supercross, and is well versed in dealing with all types of motorcycling events. It seems that some factory people on the AMA Board had been trying to get the "A" Board members to come up with a new motocross plan that would be more prestigious. Paul had been working on some ideas of his own when I called him. He said he would work with me if we could come up with a good plan and get AMA staff approval.

Paul and I knew that motocross and the AMA National needed a "Big Name" to make the event more glamorous. Often the AMA has gone to big name race tracks and the event that everyone worked so hard to achieve was an after-thought, second-class event in the mind of the promoter. The promoter's big event, which is only natural, was his professional National or his other "big bucks" event.

Paul knew that the BMW Rally and the Vetter Rally were held at Loretta Lynn's Dude Ranch. He thought maybe Loretta and Company had discovered that just maybe these motorcycle people were good ol' folks after all and would possibly want some more motorcycle business in the future. Paul called them and they were receptive.

So, we made the trip down to Tennessee. We sat in the living room of Loretta's big southern mansion (the same house that was in the movie "Coal Miner's Daughter") and made a tentative deal with Mooney Lynn, Loretta's husband, to bring the AMA Amateur/Youth Motocross National Championships to Loretta Lynn's Dude Ranch in 1982.

The facility has several thousand acres of meadows, woods, wooded campgrounds and working farm. There's the old grist mill, museum and souvenir shop, clothing store, restaurant, post office and variety shops located right there in the mill town of Hurricane Mills, Tennessee. And Loretta owns it all. Of course, Loretta's and Mooney's southern mansion is there, right across from the village.

There are areas for stage shows, rodeos, horseback riding, country music, canoeing, etc. A river flows right through the campground pit area on its way to the mill. Right next to where the starting gate will be is a swimming pool. One thing I really like about it is the shade trees. The pit area and camping area has many shade trees.

A track is now being constructed that will be one and one-half miles long with a minimum width of about thirty-six feet. The soil content will be a mixture of sand and black top soil which should develop into a rough surface and will be great for racing. No one will be permitted to ride on the track until the National finals.

The next problem was to find a major sponsor. This turned out to be easier than we had anticipated. Kawasaki was eager to get involved when they found out where the National was to be held, and that we were going to combine the Amateur, Youth, Women and Senior Men into one fantastic week of racing.

Actually, in 1982, if you have an AMA card, we have a class for you no matter how old you are. We will have a Women's class, a class for Senior men (age 30 and over), and this year most of the Amateur and Youth divisions will have "B" classes. In youth "B" competition (not in the amateur division) riders will be permitted to enter with up to two previous years racing experience and no National experience. While there is only one 100cc class in either division, it will not be restricted to "A" riders but will be open to any AMA rider. This year 125cc Stock and Modified classes have been added to both the Amateur and Youth programs.

I believe the riders will love the program. We kept the best of the old National program (30 minute motos for Experts and 20 minute motos for Youth and Amateurs) but added a lot of classes for AMA members who have never had a chance to compete and put the race in a dynamite location at a better time of the year.

It will all take place August 4-5-6-7. We felt it was important to have the AMA National before school started and during the peak of family travel time. We want people to make a vacation out of the National because Tennessee has a lot to offer vacationers. Besides the ranch, which is a great pleasure trip in itself, there is Music City with the Grand Ole Opry and Opryland Amusement Park. This summer Knoxville offers the World's Fair along with the Great Smoky Mountains.

Although the event starts on Wednesday, the 4th, check-in and camping actually begin on Tuesday, the 3rd. The week of excitement ends on Saturday so that everyone will have Sunday to travel home.

We will devote all day Wednesday to practicing. Then on the following days, each class will race one moto each day. If a rider qualifies for the National in two classes, he will ride two events per day. A rider, age 12 to 15, could ride four events a day if he qualified in two Youth and two Amateur classes.

Speaking of "qualifying," it is vastly different this year. At least 1,000 riders will be able to go to the National at Loretta Lynn's, but only 40 riders per class will be on the starting line. No qualifiers, no alternates, no back row starts at the National this year.

There will be one weekend to qualify for the amateur part of the National and one weekend for the youth part. There will be more qualifiers regionally located so that traveling will not be so great. It all shakes out the same in the end, we just cut the Arabs and the oil companies out of our racing budget.

At each qualifier, the top ten riders in each class will receive entries or bids to the National. All entries must be sent back to us by early July. From the entries we will take the highest qualified 40 riders. A minimum number of 3 riders per class at all qualifiers will automatically be accepted and in the four largest qualifiers, a minimum number of 4 riders per class will be guaranteed starting positions at the National final. But remember this, some won't enter, some will break collarbones between the Qualifier and the National. We will keep adjusting the National with entries received by July. Historically, many of the western riders who qualified to attend did not come to the National. More eastern riders got to ride. Hopefully they will come this year because it is a much better program, but if they don't, more eastern kids will get to ride.

We have also tried to keep expenses down. After a rider qualifies, the National entry fee at Loretta's will be $45 per class. The approximate camping fee for the five days with water, sewerage and electric will be around $60. There will be no gate fees for spectators. There will be primitive camping for those who want to rough it and a parking fee of $5 per car per day for those who would rather spend their nights in a king-size bed at one of the nearby motels.

Entry blanks for the qualifiers will be out about March 1. The advertising should also break about then. At the qualifiers early entry goes first to the gate and also gets number preference. Advance entries will be $30 per class and the pre-entry deadline is May 31. Post entries at the qualifiers (you may also enter at the track) will be $10 more.

Watch for entry blanks in *American Motorcyclist, Dirt Bike, Motocross Action* and, of course, this publication, *Cycle News*. Or you may write MX Sports, 1390 Gage Road, Toledo, Ohio, 43612. •

PRODUCT EVALUATION

Product Evaluation: Pacifico Aero-foil fairing

With gas prices in the neighborhood of the ozone layer, more and more riders are considering their favorite sport transportation also. When a cycle becomes a utility rather than a purely sport vehicle, certain accessories become very attractive. The first item to get bolted up is either a fairing or some device that makes carrying things more practical.

Pacifico has released a fairing that is different from the all-plexiglass models that now fill the market. Called the Aero-foil, this fairing has vents to relieve the vacuum behind the fairing that causes the buffeting a rider commonly feels around the helmet and elbows when riding.

When a fairing tears a hole in the air because it's pushing molecules aside, this creates a low pressure area behind the fairing and a high pressure area in front. Because pressures always seek equalization, under these circumstances air will even change direction to equalize the pressure imbalance. The reversed air will blow a rider's hair forward or buffet the back of his/her helmet.

Even though the test fairing on our guinea pig-GS750 had a shield shorter than necessary for our 6'1" rider, there was none of the usual buffeting present. The passenger receives the brunt of the buffeting with most fairings but not with the Aero-foil, although the passenger is in the air stream and not as protected as the rider. The ride was always comfortable and, as with all fairings, much warmer.

A taller windshield is available, since it is a two-piece fairing, and should be considered a must for riders over 5'9". Installation was easy with two people and hand tools. The hardware was simple and clean looking, and in an hour we were out riding.

No one really loved or hated the looks of the Aero-foil, but the staffer who did the testing has elected to let the fairing become a permanent part of his bike. Even in spirited canyon riding the fairing was unobstrusive. Pacifico fairings are available through your favorite dealer or you can get more information from: Pacifico Incorporated, 1625 SE Hogan Rd., Gresham, OR 97030.

Karel Kramer

THE ITALIAN CONNECTION

We make the connection. Visit the Italian Pavillion at the 1982 Daytona Motorcycle Exhibition. Motorcycles/products from several major companies will be on display. Let us supply the missing link: address your inquiries to the Italian Trade Commission, Harris Tower, Suite 2001, 233 Peachtree St., Atlanta, Georgia 30303. Telephone 404-525-0660. Telex 542-871. Pavillion number in Daytona-904-252-6030.

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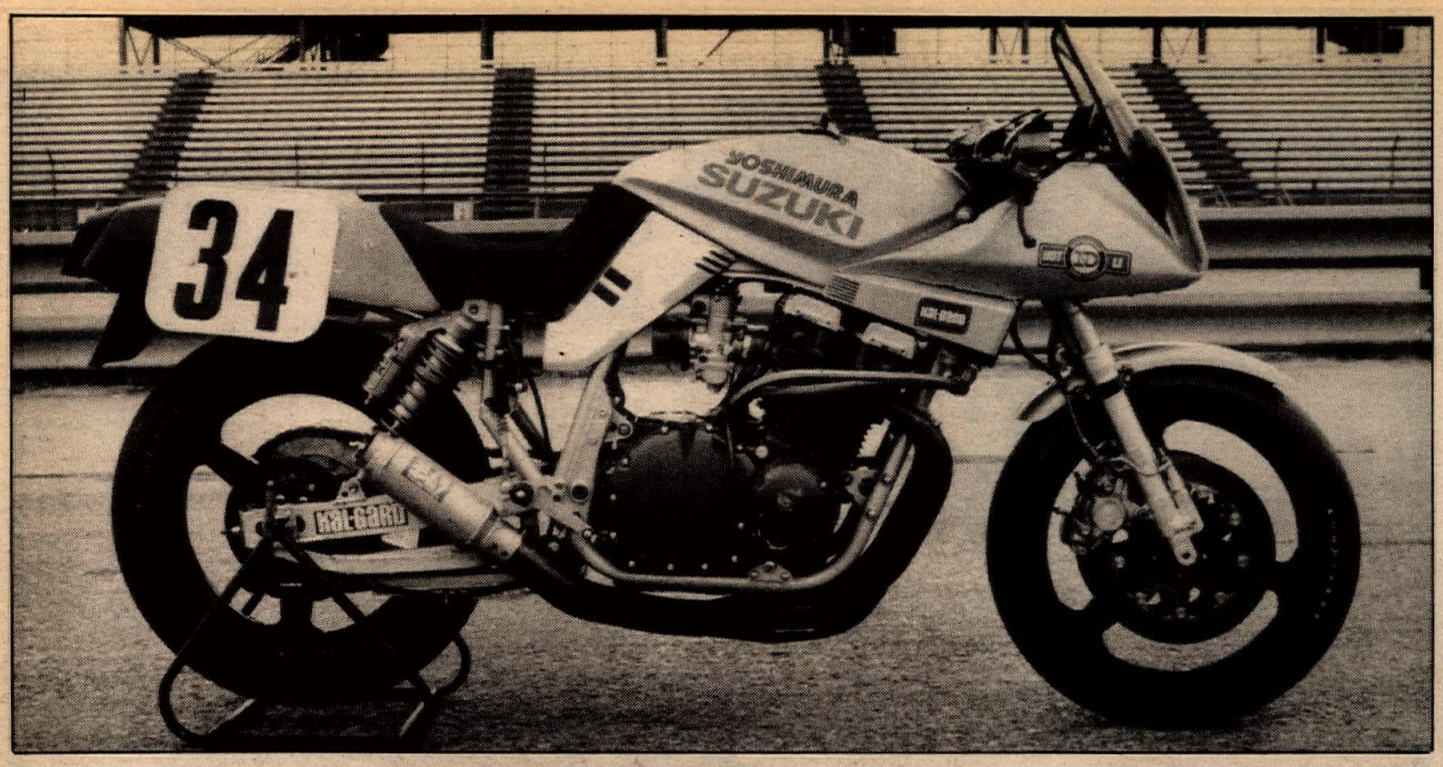

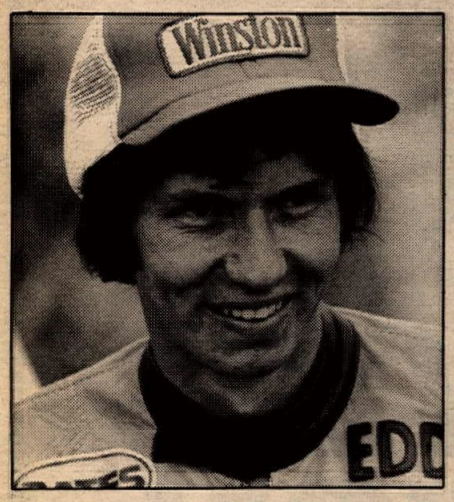

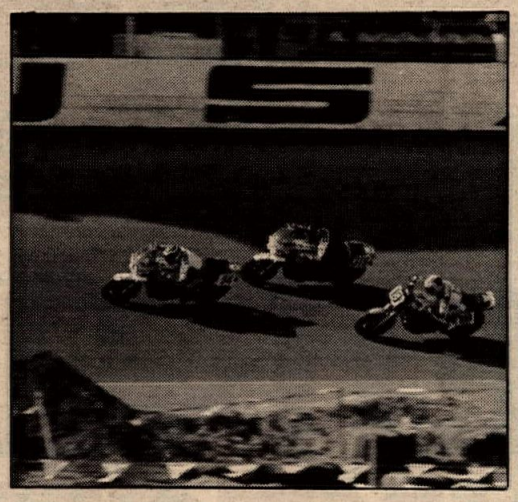

(Top) Jim Gianatsis snapped this photo of Wes Cooley's Yoshimura Suzuki Katana. Wes will be riding his first bike since September. (Above left) Eddie Lawson is both a Superbike and 200 contender. (Above middle) Superbike racing is usually close. (Above right) Graeme Crosby is rumored to have Kenny Roberts' old 750.

(Continued from page 22)

ship and other team efforts he's been involved with.

So I think the only problem Lawson is going to suffer from is the trouble he's had the last couple of years, and that's new bike fever. He doesn't know this bike well. He's just got this bike. They haven't got any depth in it for American racing as well as the fact that Lawson is infinitely more aggressive than Ballington is. Eddie is blood-in-your-eye, he's-gonna-win. I saw him at the last couple of races last year and I think he was pretty close to Freddie there. He was really putting it on.

As far as the other guys, you've got Steve Parish on a Yamaha, Boet Van Dulmen on the latest Suzuki model, and Christian Estrosi on probably a Suzuki. But the major guys are Roberts, Mamola and Lawson.

The 750s

Right at the head of the list is Singleton. Two wins and a second in the last three years! As a Yamaha rider, he is the top dog. And I believe that his strategy, his proven track record leads him to be a real strong favorite for his third win. Plus everybody is on all-new equipment and Dale is not. He's on equipment he knows real well, that he built himself. Besides being probably one of the more charismatic, unusual, interesting guys on the circuit, Dale's a one-man band. He does it all himself. He builds the bike himself. He just has people help at the races.

Going down the list of 750s I think you'll see Christian Sarron being very competitive. Fontan, who got third last year, should be fairly competitive. Richard Schlachter on his Yahama 750 is another one who will be competitive although I understand he doesn't have the budget he once had...which is unfortunate because he's a real good guy.

Definitely David Aldana. He's good for finishes, has been for years. He's riding for the Bob Work, Don Vesco, Paul Dahmen and Wasco combination and I think that whole group will put forth a good effort.

John Bettencourt is definitely in the running for a better finish. He's matured in his equipment and stability.

You've always got Miles Baldwin. You can always count on Miles for some kind of excitement. I'm not exactly sure what it will be. But with Miles it could be a fast crash or a fast lap.

Another guy is Dan Chivington, who is under-rated and I think part of that is because he's a Honda dealer. He wants to run Honda and he can't quite get the machine yet or else he wouldn't be on a Yamaha ever. A true Honda guy. He's the kind of guy who could be right there at the end. And of course Nick Richichi. I don't know how he'll go in the 200, but I think he's a potential.

And then there's the latest rumor, that Graeme Crosby will ride the works TZ750 vacated by Roberts. If that's so, Crosby will be a magnum threat, because he's really fast. But then so is Roberts, and Roberts' finishing record on that bike is awful.

Ron Pierce may show up on Roberto Pietri's TZ750 prepared with help from Bob Work. Ron has a real good record as far as Daytona finishes go...the only question mark is the equipment. His previous tie-ups with Bob Work have put him in the winner's circle and he proved that by teaming with Lawson to win the AFM Six Hour that his lay-off due to injuries hadn't caused him to lose his touch.

There are 134 pre-entries of which 40 are from overseas. Only 80 get to start.

The Prediction

I predict that Freddie Spencer, Kenny Roberts and Randy Mamola... with Eddie Lawson close as a comet's tail...are going to fight tooth and hammer for the lead as long as those machines run. And the odds-on favorite to win his third event is Dale Singleton after the carnage. Dale has proven in the past that he has no reason to race for the lead off the start and be committed to the carnage. He just has to be back there, and he has all the odds in his favor.

I don't believe Freddie's Honda will finish. I'm not confident Kenny's Yamaha will finish and I'm not confident Randy's Suzuki will finish. I have more faith in Eddie's Kawasaki because of the people who are building it, but all the 500s have no 200-mile track records. The FWS has never been in a race.

I see it as Freddie leading initially, Kenny and Randy being right there with him and Singleton being first at the finish.

The Superbike Race

The Daytona Superbike race is unique because Daytona is the only place where anybody has ever gone, or been clocked at, 180 mph on a Superbike, and that was one without a fairing. People should not forget that last year at the AMA Pro-Am Freddie turned 2:05s on his Superbike. Mind you, on a Honda, not a Suzuki with a fairing.

Dale Singleton is yet to do better than that. In my years riding the Yamaha 750 there, restricted or unrestricted, I never went better than 2:06. Freddie and his Superbike are less than three seconds off the lap record set by Kenny Roberts.

Theoretically, Daytona demands that a Superbike have horsepower, torque, hook-up and aerodynamics. This will be the year to know about aerodynamics, because the Katana Suzuki will be there, and that's a much more aerodynamic motorcycle than any of the other Superbikes. The Katana is designed to slip through the wind and we've seen magazine tests where a stock 1000cc Katana was faster in top speed than an 1100cc Suzuki and an 1100cc Kawasaki. So we will see if there's any advantage aerodynamics for Superbikes this year.

The Daytona Superbike race is 100 miles, and they have to make a pit stop which they don't have to make in other races. There are a lot of challenges to it. It's a mini-200, that's what it is. And we saw last year that Team Honda caught Freddie on fire during refueling. A pit stop can be very tricky even for a top-rated team like Honda, and a lot of things can happen in the pits.

The Frances (who own Daytona) have really recognized the similarities between their NASCAR and Superbike racing and they've raised the Superbike purse up in the past three years and brought the quality of the field up financially.

Once again, we get back to Freddie Spencer. He's long overdue. In 1980 when I ran the team, we built the bikes, went to Daytona, he qualified on the pole and ended up second with Pierce third. The next year he came back and was running right there with Cooley and Crosby, caught fire in the pits, and still finished third. He's overdue. Well overdue. So I think he's the number one boy on the number one bike. And he should be the number one at the end of the race. Nobody is going to get around Daytona on a Superbike faster than Freddie Spencer. A 2:05! It's unbelievable.

I think Eddie Lawson and his Kawasaki will actually have a horsepower superiority over Freddie, which might make a close contest. I think he's the only one who can stay with Fred. I think he's developed the confidence, the self-assurance to do that. Given that the motorcycle will run the duration of the race and perform, he's the only one who can threaten Fred. I don't think anybody can beat Fred, but if anybody can, it's Lawson.

I think Steve Wise is going to totally freak out everybody in Superbike just as he did at the Astrodome with his third in the TT. He's always wanted to be a road racer. He's got the stamina of a motocrosser, and most road racers are not physically trained well enough, and Wise will actually be overtrained to do this. He turned 2:11s in his first practice with Honda at Daytona, which is respectable. I think he'll be there, but he's not going to be in the top five unless we see a lot of attrition.

Rainey on Kawasaki, I think will run about the same speeds as Wise, but I think Wise will beat him head-to-head.

I think Roberto and Baldwin will be close to turning the kind of times Fred and Eddie will tunr, but I don't see them being in the same race. They'll be back racing for third.

Wes Cooley and the Yoshimura Katana are hard to predict, because we can't exclude the fact that he suffered a major injury and was in a plaster cast for some time and he's just recovering now. Not only does he have to fight the physical thing, there's the mental thing. No matter who you are. The first lap he takes in

practice he'll come up to that chicane where he had his hip ripped out on a haybale, and he's going to think about it once or twice. So I feel that if Wester is able to come out and race with Baldwin and Roberto, then he's made a miraculous recovery.

Although we have an exciting race lined up, I think it's a tragedy that we don't get to see Crosby, a former winner, come back; or David Aldana, a former winner, come back; or Ron Pierce, a former winner, come back. It's unfortunate that the factory teams just aren't big enough to sponsor these guys, because they're all really talented. David's one of the best guys anywhere in the world right now.

So far we've talked about the factory race. Now let's talk about the privateer race. Who's going to be really strong there? I think Dan Chivington on a Honda. Harry Klinzmann on the Racecrafters Kawasaki, one of the new Lawson replicas. Klinzmann will be racing with Rainey and Wise, I'm sure. Jimmy Adamo and his Ducati will be nipping at their heels.

Mike Spencer is a top choice for first privateer if he gets a ride. He may enter on a Kawasaki prepared by Champion Moriwaki with an engine sent from Japan by Mamoru Moriwaki. Spencer is definitely on the level of Roberto Pietri. Moriwaki has always built machines that are reliable, will go the distance and handle well, but they're always 10 or 15 horsepower down on the top dog machines. If anybody can ride the wheels off it and do well, it's Mike Spencer.

The Prediction

Barring any mechanical problems, I think Freddie Spencer will run away with it. Eddie Lawson will get second, a very frustrated second. Roberto Pietri will be third.

The 250 Race

The 250 race will be won by Jimmy Filice and his Yamaha, followed by the Kawasakis of Eddie Lawson and World Champion Anton Mang. The privateer guys will be led by Gary "Sam" McDonald because of his light weight, then another European and then David Emde, fifth because of his weight

Since I just made the prediction we'll skip the details.

And when the racing's over we'll know how accurate these predictions are. There's nothing like sticking your neck out...and coming close to being right.

The Tire War

Not many people are aware that this is the first time since 1974 that all three big tire companies are going head-to-head at Daytona. Michelin vs. Dunlop vs. Goodyear. And for the first time Kenny Roberts won't be on Goodyear tires. He'll be on Dunlops. It's going add to an already interesting race.

We're seeing a rebirth of Daytona, with all the motorcycle factories and all the tire manufacturers battling it out.

On Dunlops it's supposed to be Roberts and Mamola. The Hondas are signed to be on Michelins. But no matter what is said and done up to this point, until the actual Speed Week, no one will know for sure. Because Dunlop and Michelin pulled out of Daytona when they had those incredible crashes that took out Sheene and another guy. Both of them got off, the one wasn't hurt but Sheene was hurt really badly, because their tires blew up on the front straightaway. So no one knows for sure until Speed Week, and a lot depends upon track temperatures.

I think Goodyear is going to be the fall-back tire for everybody. Don't be surprised if everybody ends up on the good old standby for the 200-miler... Goodyear. •

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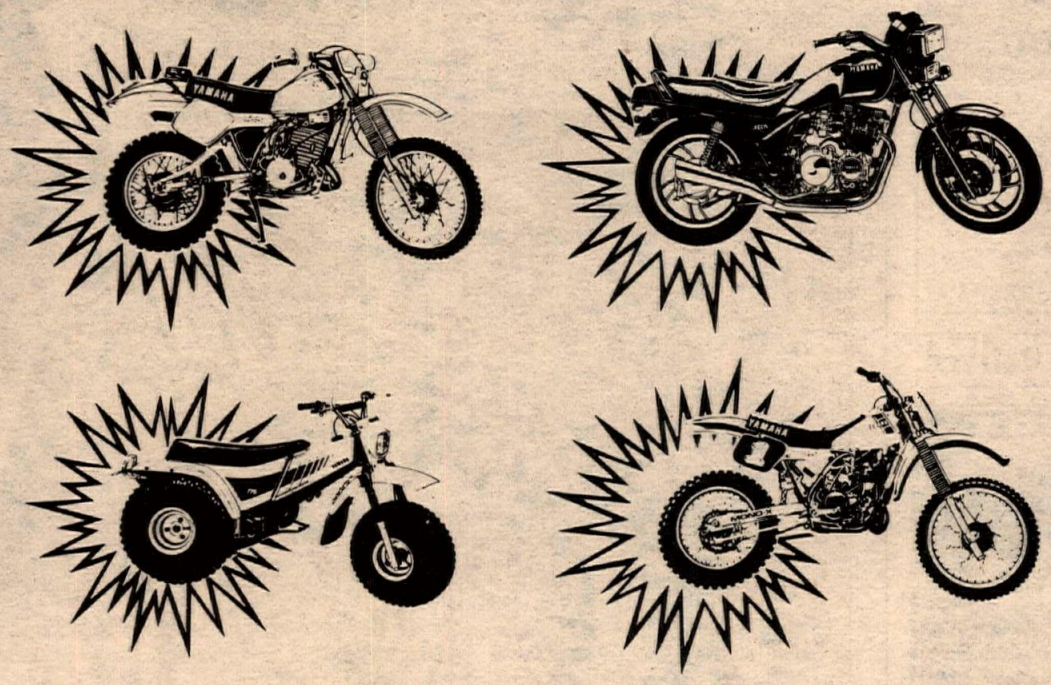

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Desert Hotline

Dan Ashcraft took the Four Aces Moose Run aboard his Pro Circuit Husky. (File photo)

Ashcraft aces Moose Run

By Shirley Upp

BARSTOW, CA, FEB. 14

The Four Aces M.C. managed a new area and a different kind of race very well. So did Dan Ashcraft (Hus) as Dan took the overall win by only seconds in the timed event.

It has been a very long time since the area north of Barstow has seen a motorcycle race. The weather was great and so was the turnout for the race.

By nine o'clock the riders were starting to line up on the starting line, rather anxious for this new course. Larkin Wright was on the line but was so relaxed (so it seemed) that it was easy to see he knew his bike was ready. Another rider who was ready to go was Max Eddy. Max had a friend who wanted to go with him, his dog Dusty. Dusty didn't want to stay behind in this race and kept trying to get on the bike; maybe next time Dusty.

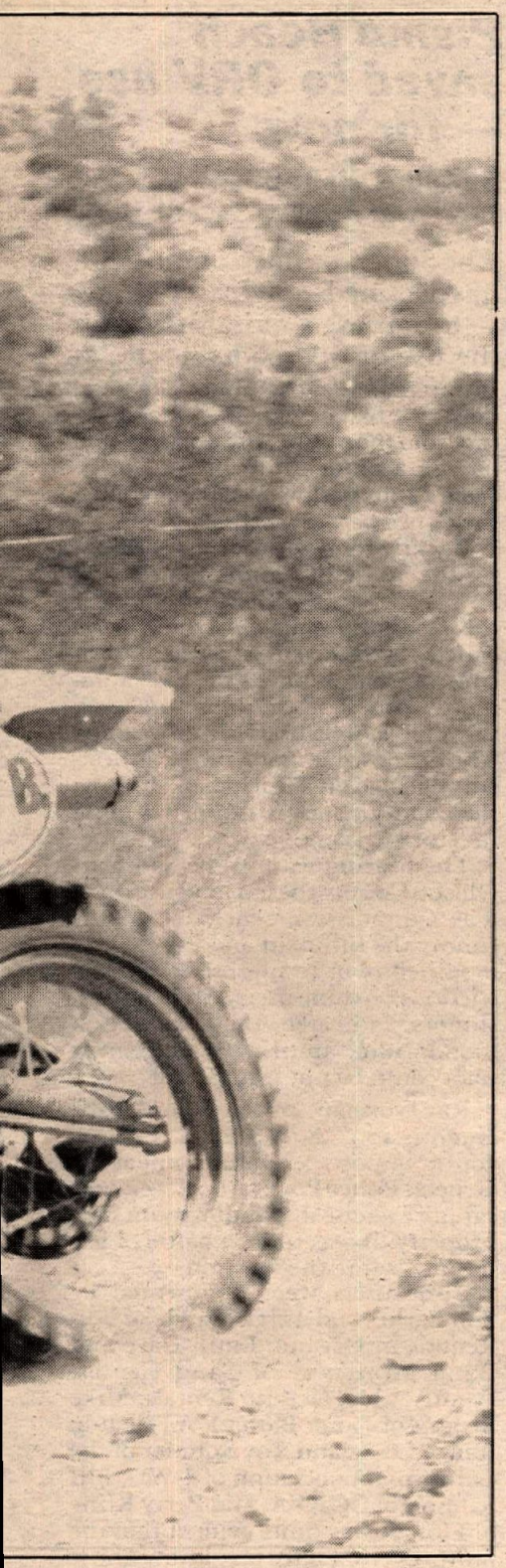
Dan Ashcraft was having problems trying to decide what bike to ride. First Dan was on a 250cc machine, then he decided to ride in the Open class, a good move.

At 10:00 the race was underway with a row of riders starting every 30 seconds. Howard McCasland on his new Honda, was riding out of Honda West in Santa Monica. Howard took the lead and started to roll on the gas today! Ashcraft jumped in for second a few miles out with Chuck Stearns (Hon) third. The first loop was 45 miles of very fast riding. With no dust the riders were on the throttle and a few got off hard. One of these riders was speedster Mike Sixbery. Mike was running second at the time he went over the bars, landing on his hip and dislocating it. I just talked to Mike and he is already looking forward to the Viewfinders race in April. Mike is in Simi Valley Hospital and would love to hear from any of you down that way. Our best to you Mike.

As the riders came in off of the first loop it was Open rider Stearns in the lead. Another Open rider, Ashcraft, was second. Dan Smith (Hus) had moved to third but Dan's ride wasn't to be today and Dan ended up dropping out after second loop. McCasland was running fourth and having problems keeping his bike upright today. Lee Scheffers came flying through running fifth. Sixth and first 250cc was Cliff Thomas and it was very clear that Cliff had his bike at full throttle. First Open Senior — as usual — was Gary Charters. The race of the day was going on in the 250cc Senior class. Dick Postma and Al Guzman were changing positions about four or five times for the first two loops. Postma not only had Guzman to worry about, Dick had forgotton to put his chin strap on! At the speeds these two hot shoes were going it's a wonder Dick never lost his helmet. Leaving the pits going out on the last loop Postma almost hit Guzman as he was pulling out of his pit. After this, Postma just turned on the gas and never saw Guzman again.

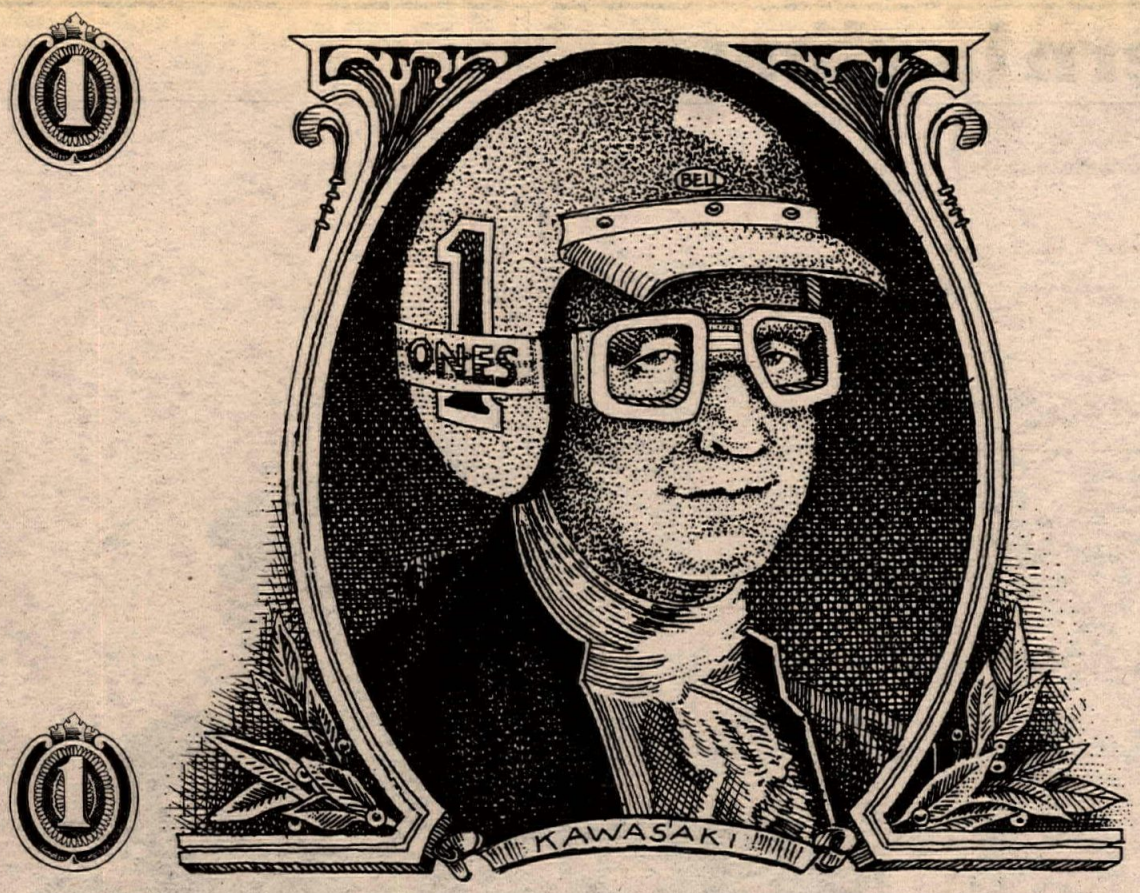
Cliff Thomas was really having a super ride today, but as luck would have it, Cliff's gas tank came loose and Ashcraft got by him halfway around the last loop. Ashcraft and Stearns were doing some dicing out across a valley. Going into a left turn Ashcraft cut in and in doing so he unknowingly cut Stearns off and Stearns went down hard, putting him out of the race.

Coming in for a finish it was Open rider Ashcraft with a 12 second timed lead over first 250cc rider Thomas



(Yam). Both of these riders had their problems today. Ashcraft fouled two plugs and Thomas lost his gas tank but managed to keep it on his bike for a finish. Ashcraft really liked the course and wished there could be more races in this area. He also thanked his sponsor Pro-Circut for their help. Scheffers was in for third overall and second open. Lee was yet another rider who had a great ride today. McCasland stayed in for a fourth. Howard said he couldn't get it together today; he kept falling. Mark Zoller honored fifth spot overall, having a good ride. In for sixth was Joe Sands. Joe is a new desert racer and we welcome you Joe. The way you finished today I'm sure we will be hearing more from you in the future desert events.

First Open Senior was Charters. First Open Vet was Bill Saltzman. First 250cc Senior was hard riding Dick Postma. First woman in today was Diane Holeman. First C bike was Kurt Pfeiffer. First sidehack to the finish line today was the hack of Randy and Dale Jordan. These two thought the course was super and had a great time. In for second today were Ralph Porzelt and Ed Ho. These two guys thought the couse was a bit tight for hacks.



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Western hotline

The State Coastal Commission has saved — for the time being — use of the Pismo Beach dunes area for ORV use.

Pismo Beach saved to ORV use — for now

By Mike Bishop
SANTA BARBARA, CA, FEB. 18

The State Coastal Commission has declined — at least for now — to impose a moratorium on the use of off-road vehicles at Pismo State Beach. That's the good news; the bad news is that after hearing from the public, pro and con, and having a guided tour of the dunes, *every* Commissioner wanted to close the dunes *permanently*.

Luckily for dune users, it is illegal for the Coastal Commission to close any property; it's not allowed under the Coastal Act. The Commission called for fast action on a plan to control what was described as "automotive choas" in the dune and beach areas of San Luis Obispo County. The proposed moratorium was heatedly debated on Thursday, Feb. 18, at the county administration building in Santa Barbara.

The hearing was on the San Luis Obispo County coastal land use plan. The Commission sent back to the county the full plan and called for a modified plan to impose severe restrictions on dune users. All Commissioners indicated they wanted a moratorium, until a management plan could be put into effect.

Ray Gorman, legal adviser for the commission, said S.L.O. County could impose a closure under its General Police Powers; however, they cannot exercise this authority on state property. It was quite a battle of testimony before the decision.

Dune users were represented by Bob Barnes and Terry Hinkle of Fun Rentals in Oceano; Emil, Dave and Dana Minicucci of Sand Center; Dennis Addy, Oceano Rentals; Mike Bishop of Santa Barbara ATC club; Rance Lewis and Roy Sphuler of the California Association of 4-WD; Bill Salmon of CORVA; and Perry Kline of Flow It was quite evident that the motorcycle factories know how important keeping Pismo open is to them, with 70% of off-road sales being Dynamics. three-wheelers. Michael Kersey of Yamaha, Jeffery Shetler of Kawasaki and Paul Golde of the Motorcyle Industry Council represented the manufacturers.

Speakers were told weeks before that their speeches had to be limited to 15 minutes. All the off-roaders had speeches prepared at the 15-minute length; however, when it came time to deliver them, the rule changed to allow only 3 minute speeches! All the off-roaders had to cut their time by a fifth and much information was not given. Curiously, all the environmental groups had beautiful, informative propaganda complete with slide shows, and they were, (yep, you guessed it) three minutes long. Sounds like a railroad job!

First speaker for off-roaders was Rance Lewis, head of the local California Association of 4-wheel Drives. He gave as good a presentation as could be given in the limited time, using slides and overhead projectors to address a plan to control dune access. Bob Barnes gave a fiery speech on a new staging area, close to town instead of Oso Flaco as the county prefers. Bob also presented several thousand signed letters from concerned off-roaders all over the state.

OTH: North vs. South at Dunes

By Mike Wilcock
VALENCIA, CA, FEB. 21

Unseasonably hot weather in the mid 80's brought out the Over The Hill Gang members in good force at the Indian Dunes Shadow Glen course. The the moto. Road Apple Randy finally slipped past Brenway down the long sand wash to take second place. Let us Lee and Stubby Steve followed for fourth and fifth.

The second moto saw Mike Brenway get the holeshot with Roll Over Rick right on his tail. These two riders were wheel-to-wheel for the first two laps when Rick made a cornering mistake and slid back into fourth. Rick knew he had his work cut out for him as he had to overtake Road Apple Randy, who was running second, to win overall for the day. He Northern chapter of the gang decided to make the trip down and it made for some very exciting racing.

In the first moto of the Expert class, Roll Over Rick blasted down the long start area and jumped into an early lead. Northern riders Road Apple Randy and the number one plate holder Mike Brenway were dicing it out with Let Us Lee.

Rick was really on the gas as he proceeded to go untouched the rest of reeled in Brenway and Let Us Lee but could only get within a bike length of Randy. Road Apple Randy went 2-1 for the overall with Roll Over Rick and Mike Brenway second and third.

In the Amateur class it was all Too Tall Tim aboard his Suzuki RM250Z Waterpumper as he went from start to finish in both motos to take the overall win.Tim has really been cookin lately and could be looking for a transfer to the Expert class very soon!! Run Over Ron and Jivin Jim were battling back and forth in each moto with Jim taking a second in moto two for second overall and Ron rounding out the top three.

When the Intermediate class came off the line, it was Klark Kent showing that his RM465 definetly has lots of horsepower. He pulled everyone down the back sandwash and was off and running. Sweet Skeets and Northern rider Daisy Dave were starting to pick up the pace. Maico Mike was also starting to move up from mid pack after running off the track at the start.

On lap four, Klark Kent, Sweet Skeets and Maico Mike were all within 20 feet of each other. On the last lap just before the finish, Skeets set up Kent for a perfect pass on the big left hand turn just ahead of the checkered flag to take first.

In the second moto, Junkit Jess showed that his new YZ490 Yamaha also had a bunch of HP as he blasted down the sand wash and retained the lead from start to finish. A good battle was forming for second, third and fourth. Relleno Richard was trying to keep second place when northern rider Cunnin Curt slipped by. Unfortunately for Curt, he caught the back of a slower rider sending him face first into the sand.

Maico Mike overtook Relleno Richard and was going after Jess but time ran out and he had to settle for second. Mike did take the overall with a 3-2 finish for top brass. Klark Kent and Sweet Skeets took home trophies for second and third.

Bang Bang Bobo again showed the Novices the way around as he posted perfect 1-1 moto finishes for the overall win. Club President Reject Randy was in striking distance of Bang Bang Bobo in the second moto when he got a little out of shape and did a classic endo into the sand pits. He remounted and took fifth overall for the day. Turtle Ted and Drippy Dennis were having their own duel in each moto and ended up with second and third brass. Because of the good rider turnout, CRC gave out 30% trophies. Toad Tom and Reject Randy both went home with brass for good rides turned in for fourth and fifth.

The next Over The Hill Gang race will be at DeAnza Raceway March 7.

Results

EX: 1. Road Apple Randy (Hon); 2. Roll Over Rick (Yam); 3. Mike Brenway (Mai).
AM: 1. Too Tall Tim (Suz); 2. Jivin Jim (Suz); 3. Runover Ron (Yam).
INT: 1. Maico Mike (Suz); 2. Klark Kent (Suz); 3. Sweet Skeets (Yam).
NOV: 1. Bang Bang Bobo (Yam); 2. Turtle Ted (Yam); 3. Drippy Dennis (Yam).

The State Parks and Recreation Department, which owns the beach front park, opposes a moratorium, according to Ross Henry from the State. Don Shultz, of the Department of Fish and Game, complained that the county's proposed staging area at Oso Flaco Lake was a poor one because of the extremely sensitive wetland area. He called for closure of all vegetated areas around the dunes.

There was a lot of testimony describing destruction of the dunes caused by 4-WD.s, dune buggies and especially 3-wheelers. The Fish and Game Department warned that Pismo Dunes is one of the five State areas in greatest need of protection.

James Ryerson, of the Coastal Commission Staff, stated that the situation is currently out of control. Steven La Marine gave a well prepared slide show, picturing three-wheelers littering, tearing down fences, racing up streets in town and making trails in the green areas. If he made one of you bozos a movie star, thanks a lot! Your pin-headed activities may have persuaded the Commission to close the dunes!

Local interests were divided. The Chamber of Commerce wants to have no restrictions of off-road vehicles, citing loses of millions to local businessmen. The Oceano Improvement Association however, wants to close the major vehicle access at Oceano ramp. Patricia Beck of the County Planners Department said that on a holiday weekend 20,000 to 50,000 people camp on the beach. She stated the county doesn't want to ban off-road vehicles, just limit them to the carrying capacity of the area. James Ryerson also went on to say that the Coastal Commission agreed with the county on all but three areas: 1. the Commission does not have the authority to impose a moratorium like the county proposes; 2. closing down coastal access to one kind of recreation conflicts with the Coastal Plan; 3. the Commision staff opposes off-road vehicle access at Oso Flaco Lake, as proposed by the county.

Groups like Dune Awareness and Santa Barbara ATC Club are cooperating with Parks and Recreation to set up an interim patrol of the dunes. Anyone caught making new trails in the green areas would be fined $500 with a possible six months jail sentence for distroying public property.

The dune partol will be experienced riders on 250Rs. Littering laws will be strictly enforced. If you are caught littering, you will be subject to the same misdemeanor charges as destruction of public property. Park rangers are already writing citations for any modified exhaust and no flags in the dunes.

These added enforcement rules are to keep the dunes open. We must abide by them if we don't want complete dune closure. The entire plan, including the dune closing, will be back before the Commission members in two or three months for what Commission members said they hoped would be final action.

Tips for dune users: 1. leave your exhaust stock — the rangers are writing $40 tickets all day long; 2. keep a 10-foot flag, orange of red, on each unit; 3. no littering — if you haul it in, haul it out; 4. wear helmets — the sand is soft, but if your bike lands on your head, you're not likely to walk away (sure you look cool in a baseball cap, but you'll *be* cool in the ground; 5. speed limit is 15 mph on the beach and within 50 feet of camp sites; 6. remember — enjoy, don't destroy! •

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The undersigned does hereby certify that he is a duly qualified (Circle One) Junior / Expert / Novice / Beginner class motorcycle rider having been so QUALIFIED BY A COMPETENT ORGANIZATION.

It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from and consquences of said aid.

Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

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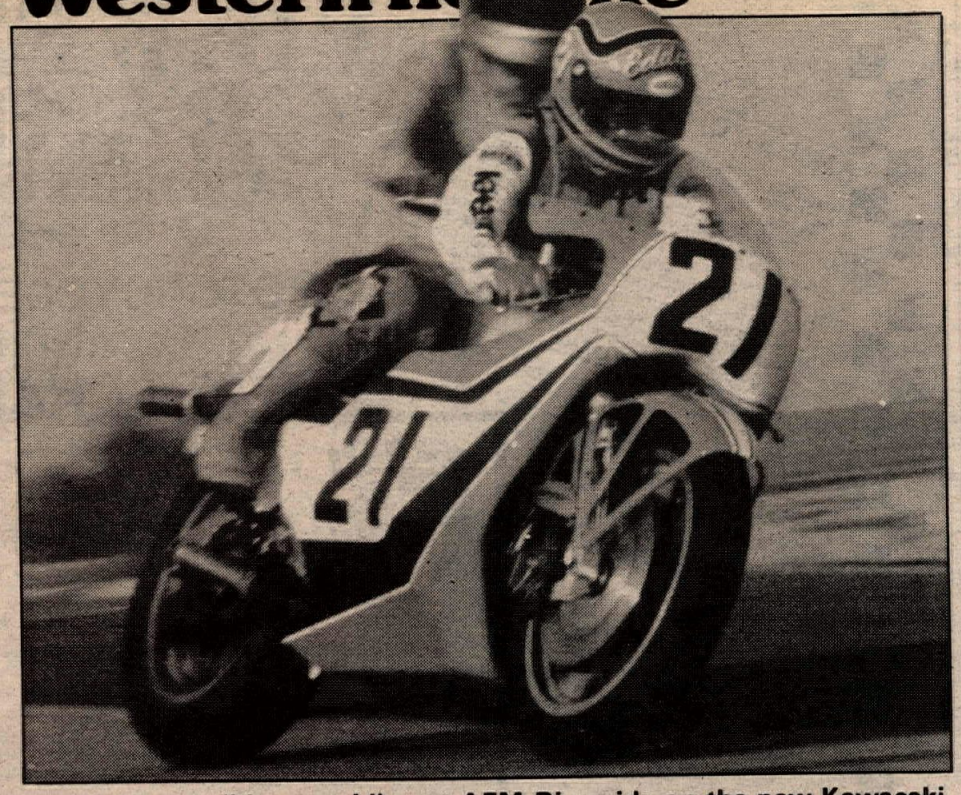
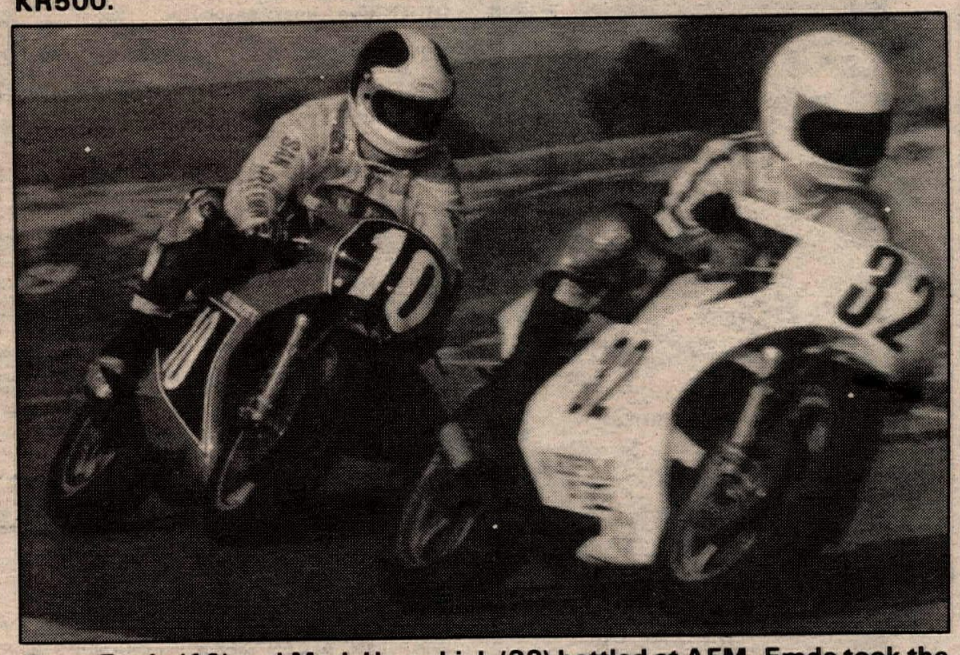


Eddie Lawson did some riding at AFM Riverside on the new Kawasaki KR500.



Dave Emde (10) and Mark Homchick (32) battled at AFM. Emde took the win.

Lawson loses locals at AFM Riverside RR

By Lori Tyson

RIVERSIDE, CA, FEB. 21

1981 AMA Superbike Champion Eddie Lawson took one of a pair of KR500 GP bikes, brought to the track by Kawasaki to the Formula One victory at the American Federation of Motorcyclists' race at Riverside International Raceway. But, as Lawson was not running for points, John Glover on the Warland Engineering Superbike took home the trophy, after keeping up with Lawson pretty well, considering the difference in machinery. The number two spot went to Kevin Peltz after a great duel with Canadian Rhys Howard.

In the AFM's version of the Battle of the Twins Kevin Bracken and Yamaha sponsored Chris Steward fought it out, with Bracken crossing the line first. The first couple of laps were led by Moto Guzzi pilot Donnie Staman, with Steward on a 920 V-Twin Yamaha taking over in the third lap then Bracken moving past both to take the win.

Terry Statum and *Cycle World Magazine's* John Ulrich went at it in the Open Stock Production clash with Statum finally taking the win. Both men were riding Suzukis and rode a good hard race, with Statum grabbing the lead for good on lap seven of the eight lap race.

Champion Motorcycles' Lee Fleming, back on a big bike again, captured the number three spot.

In the 450cc Modified Production money race, Ron Hlavka took the holeshot and held on to take the trophy and the cash. Dale Alexander and Clinton Whitehouse had quite a battle for second, with Alexander the winner.

All of the GP races had an interesting change this time — a European bump start — and the 250cc GP was one that had everyone practicing in the pits for the start. Everyone, that is, but Dave Emde, who was content to watch everyone else wear themselves out and leave it to luck. Emde's strategy seemed to work. He got off to a great start but still had to battle with *Cycle Magazine's* Mark Homchick before taking the trophy.

A not too distant third was AMA Novice champion Don Greene on his Palo Alto sponsored Yamaha. Fourth went to Rhys Howard, and there was a great duel for fifth between Christine Baur and Chris Steward, both on new J model TZs, with Steward coming out ahead.

AFM number two Louis Vallerga and Champion's Whitney Blakeslee on his MoriwakiGPz, fought over the number one trophy in the 600cc Super Street, with Vallerga taking it. Kenny Stack and Jay Tanner put on a good show as they both tried for the third place prize. Stack ended up ahead.

In the 750cc and Open Super Street, first time AFM racer Bill Maddocks, sponsored by Cycle Tune, was in the front running and going at it with Katana mounted Dennis Logreco. As they diced, Eddie Lawson decided to come out for some more practice and turned 130.7 lap times on his superbike. Logreco and Maddocks were still fighting it out, and Logreco was the winner.

The next AFM race will be March 14 at Riverside.

Results

SIDECARS: 1. Garnett/James; 2. Rice/Newman; 3. Ramirez/Breede.

THUMPERS: 1. Tom Bannon (Hon); 2. Carl Foster (Yam).

750 TWIN: 1. Ely Schless (Tri); 2. Danny Coe (Yam); 3. Eric Dodd (Nor).

OPEN TWIN: 1. Kevin Bracken (Duc); 2. Chris Steward (Yam); 3. Donnie Staman (MG).

450 STK PROD: 1. Perry Stein (Hon); 2. Phillip Smith; 3. John Thornton (Yam).

600 STK PROD: 1. Steve Sowden (Kaw); 2. Joseph Bruscella (Kaw); 3. Scott Harmala (Kaw).

750 STK PROD: 1. E. Roloff (Kaw); 2. Kerry Bryant (Kaw); 3. Brian Stulbaum (Hon).

OPEN STK: 1. Terry Statum (Suz); 2. John Ulrich (Suz); 3. Lee Fleming (Kaw).

FORMULA 4: 1. Len Gambo (Hon); 2. Tom DeWitt (Hon); 3. Gary Pendergrass (Hon).

FORMULA 4A: 1. Steve Stevens (Hon); 2. Dennis Rosenberger (Hon); 3. Scott Walters (C-A).

250 MOD PROD: 1. Michael Carrell (C-A); 2. Glenn Pedley (Yam); 3. Don Nelson (C-A).

450 MOD PROD: 1. Ron Hlavka (Yam); 2. Dale Alexander (Yam); 3. Clinton Whitehouse (Yam).

FORMULA 3 (250 GP): 1. David Emde (Yam); 2. Mark Homchick (Yam); 3. Don Greene (Yam).

FORMULA 2 (500 GP): 1. Keith Code (Yam); 2. Rick Darling (Yam); 3. Robert DeWitt (Yam).

FORMULA 1 (OPEN GP): 1. John Glover (Kaw); 2. Kevin Peltz (Suz); 3. Bernd Koegler (Hon).

230-600 SUPERSTREET: 1. Louis Vallerga (Yam); 2. Whiney Blakeslee (Kaw); 3. Kenny Stack (Yam).

750 SUPERSTREET: 1. Kevin Peltz (Suz); 2. Bernd Koegler (Hon); 3. E. Schless (Tri).

OPEN SUPERSTREET: 1. Dennis Logreco (Suz); 2. Bill Maddocks (Suz); 3. M. Cunningham (Suz).

OT's Shoemaker, Spearing super special at Dunes

By Bob Alloy

VALENCIA, CA, FEB. 14

A tighter track and more stadium jumps were some of the changes that 50 Old Timers experienced at the Dunes. There was an excellent turnout and all enjoyed lots of motocross action, which is definitely one of the finer things in life.

Things all came together when Larry Shoemaker mounted his Yamaha and took control of the track and everything else to win the big one. So it was Shoemaker finishing with a 1-1 and the overall win.

Bob Millner was in the running, too, and scored second place. Ron Miller blasted in there to claim third.

Second place in moto two went to "Movin' Marv" Olson. Blackie Lewis took third.

Expert Dick Frampton slipped his Maico into that special winning gear at the beginning of moto one, and he just kept his own special line to snatch up first.

George Spearing knew some good lines, too, and got in there for second place. Hal Grady got his Husky over in third, and Bob DeMiranda shot in there with a fast fourth.

Moto two began with Tom Widick flying in with first followed by George Spearing with another second place. DeMiranda captured third, and Frampton crossed over with fourth place.

Amateur action began with a beautiful holeshot, executed by Bob

Klatt. Then it was Gorden Mathieu's turn to shine as he maneuvered himself into a first rate first place. Bo Ingram did some fast moving and passed six riders to put himself second. John Webb raced in with a nice third place and Curtis Johnson was in for fourth place.

The second moto's action was Mathieu's again with a first place win. Then it was Howard Davis taking a fine second place and Kenny Williams did some real fast moving to come in with third and Wayne Thomas finished in fourth.

Novice Howard Zimmerman had the holeshot and carried his lead for seven laps and then Larry Calderon made his move and blasted by Howard to take the win for moto one. Zimmerman was right there for second place. Dick Fettel, who is no stranger in the winning game, came in with a fine third, and Barry Hammon scored a fourth.

Zimmerman got another holeshot in the second moto and had the power, but Barry Hammond slipped by. It was Hammond with first place and Zimmerman once again with a powerful second. Larry Calderon followed with third, and Dave Blogett crossed over in fourth place.

RESULTS

MASTERS: 1. Larry Shoemaker (Yam); 2. Marvin Olson (Suz); 3. Ron Miller (Yam).

EXPERTS: 1. George Spearing (Hus); 2. Dick Frampton (Mai); 3. Bob de Miranda (Mai).

AMATEURS: 1. Gordon Mathieu (Hon); 2. Kenny Williams (Yam); 3. John Webb (KTM).

NOVICES: 1. Howard Zimmerman (Yam); 2. Larry Calderon (Suz); 3. Barry Hammond (Yam).

Arlington captures Corona high school MX victory

By Kit Palmer

CORONA, CA, FEB. 20

Arlington High School gathered a victorious 199 points tonight in their quest of becoming this year's high school MX champions at Corona Raceway. Arlington was followed by Poly, Moreno Valley and Upland.

Contributing to Arlington's success was Bryan Curtis (Kaw) and Wyle Eng (Yam). Curtis managed to take the win in the 125cc Senior class ahead of Poly's Joe Rincon (Kaw), but in return, Rincon edged out the win in front of Curtis in the 175cc Senior class.

Eng came out on top of the 175cc Novice class, beating Poly's Ron Chacon (Yam) and Mike Petters (Suz). But Eng could only scrape up a third in the 125cc Novice class. Charles Giurbino (Yam) of Poly took that win while second went to Moreno Valley's Sandy Williams.

Rick Harris (Yam) of Whittier rounded up the victory in the Mini Novice class after he rocketed into the lead of both motos and continued in flying fashion for the two wins. Pressuring Harris's rear fender each race was Upland's David Farris. Farris couldn't find a way past the leader so he had to settle for the second spot. Kurt Riley (Kaw) took third while teamate Rod Sampson (Suz) followed in fourth.

Upland's Pat Weber swept both motos in the 250cc Senior class, narrowly beating two Moreno Valley riders, Brian Griewe (Kaw) and Ken Campbell (Suz). Third went to Redland's Tom Hodgin (Suz).

The evening was highlighted by a one-on-one exhibition race between two anonymous Kawasaki riders. Sounds simple enough, but there was a

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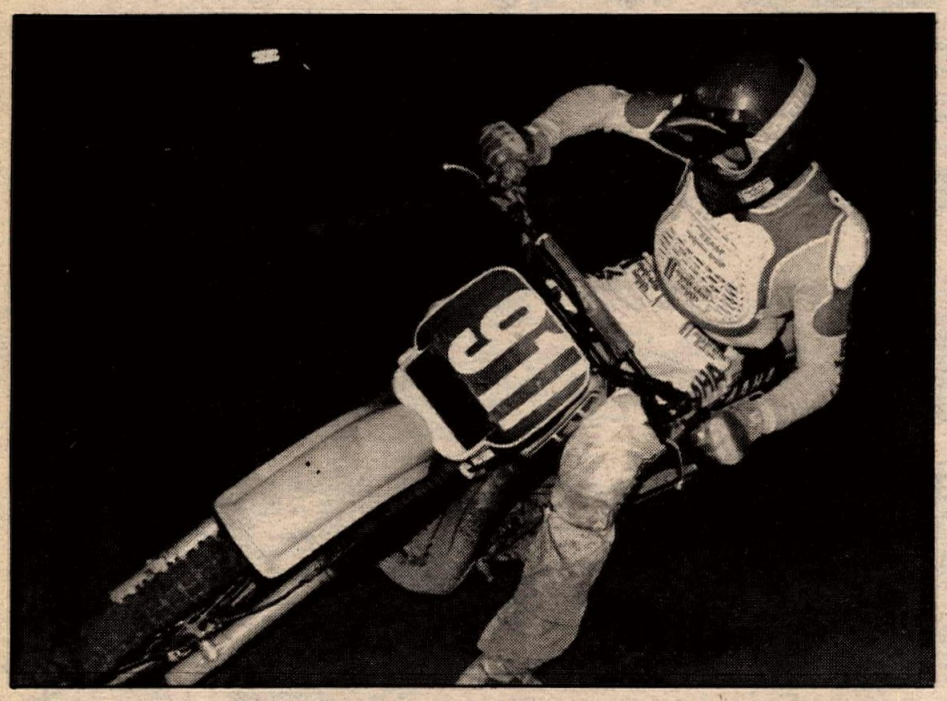
Juan Benavidez styles to second at CRC's Saddleback Gran Prix.



250cc Pro Vince McMahon works his Yamaha through a Corona turn.

catch. One rider was on a GPz550 while the other was on a GPz1100. When the green flag dropped it was the horsepower of the 1100 that swapped into the first turn lead, complete with blinkers flashing. However, the big-bore's lead was short-lived. The 550's lightweight advantage in the berms enabled him to take the lead within a few turns.

The two road racers flew over Corona's Supercross jumps while the red 550 held on to his slim lead. By the time the two neared the finish line, they were neck-n-neck, but the smaller machine held on to take the narrow win.

There was also heavy action in the 250cc Intermediate class when at the start of moto one Circle City Honda's Pat Schreffler (Hon) jammed into the lead, but he felt the pressure from John Beger (Yam) early in the race. Ray Groom (Hon) and Skip Fordyce Motorcycles' Kinney Jones (Hon) lurked behind.

The pressures by Beger was a bit too much for Schreffler so the leader surrendered the top spot to the Yamaha pilot on the second lap. On the move was Jones as he snuck by Groom, then, three laps later, Schreffler. But it was too late for Jones to catch the leader since Beger developed a huge lead. Jones took second while Schreffler and Mark Jones (Yam) settled for third and fourth.

Moto two saw Beger grab the holeshot followed by Rusty Taftlinger (Yam), M. Jones and K. Jones. Kinney began his drive by stuffing it by Mark, then setting after Taftlinger. The battle was close, but Taftlinger gave in, handing second spot to Kinney. Jones' drive ended there since Beger had developed a large margin over the pack. The win went to Berger while Kinney took second. Mark Jones captured third after he snuck by Taftlinger on the final lap.

Results

HIGH SCHOOL
MINI NOV: 1. Rick Harris (Yam); 2. David Farris; 3. Kurt Riley (Kaw).
MINI SR: 1. Steve Stewart (Kaw); 2. Jim Moon (Yam).
100 SR: 1. Steve Stewart (Kaw); 2. Jim Moon (Yam); 3. Andy Rainer.
125 NOV: 1. Charles Giurbino (Yam); 2. Sandy Williams; 3. Wylie Eng (Yam).
175 NOV: 1. Wyle Eng (Yam); 2. Ron Chacon (Yam); 3. Mike Peters (Suz).
175 INT: 1. Paul Herman (Suz); 2. Mike Gonzales; 3. Tom Trarbaugh.
175 SR:: 1. Joe Rincon (Kaw); 2. Bryan Curtis (Kaw); 3. Mark Decker (Yam).
250 SR: 1. Pat Weber (Suz); 2. Brian Griewe (Kaw); 3. Tom Hodgin (Suz).
500 SR: 1. Pat Weber (Suz); 2. Ken Campbell (Suz); 3. Brian Griewe (Kaw).
UNATTACHED
MINI BEG: 1. Joey Mendoza (Kaw); 2. Kent Snyder (Yam); 3. David Slack (Kaw).
MINI NOV: 1. Ronnie West (Kaw); 2. Robbie Cortez (Suz); 3. Arthur Huffer (Kaw).
MINI INT: 1. Steve Gamble (Yam); 2. Shawn Davidson (Kaw); 3. Mike Fitzgerald (Hon).
MINI EX: 1. Paul Denis (Kaw); 2. Mike Roberts (Yam).
125 BEG: 1. Denton Wemberg (Suz); 2. Steve Ness (Suz); 3. Alex Lopez (Yam).
125 BEG: 1. Bill Weatherill (Suz); 2. Fabian Bucheli (Suz); 3. Jim Becker (Yam).
125 NOV: 1. James Conti (Hon); 2. Joe Clausi (Kaw); 3. Don Feeley (Suz).
125 INT: 1. Steve West (Kaw); 2. Andy Kaplan (Suz); 3. Bryan Davis (Yam).
125 PRO: 1. Chris Heinrich (Yam); 2. Donnie Sigrist (Suz).
250 BEG: 1. Paul Walslay (Suz); 2. Bruce Silvera (Yam); 3. Ron Cavanaugh (Yam).
250 NOV: 1. Colin Ryan (Yam(; 2. Doug Yarnell (Hon); 3. Larry Cravens (Yam).
250 INT: 1. John Beger (Yam); 2. Kinney Jones (Hon); 3. Mark Jones (Yam).
250 PRO: 1. Vince McMahon (Yam); 2. John Greenway (Hus); 3. Derwin Derkson (Yam).
500 BEG: 1. Dave Grupenhagen (Yam); 2. John Dunawlson (Hon); 3. David Hubbard.
500 NOV: 1. Ed Caurghna; 2. Roger Kokos (Hus); 3. Gordon Thulemeyer (Yam).
500 INT: 1. Jim Vermillion (Yam); 2. Dean Wildinson (Hon); 3. Paul Schreffler (Hon).

Red bikes rule at CRC Diamond Head GP

By Terry Rezek

ORANGE, CA, FEB. 14

The California Racing Club came up with a "sweetheart" of a deal for today's Diamond Head Gran Prix, but I'm not sure that all the sweethearts who were brought along on Valentine's Day to a race rather than something more traditionally romantic were all that enthusiastic. The riders took "heart" in the excellent racing conditions and short (by GP standards) but varied and tough Saddleback track. Traction was perfect on the dirt portions of the course, the day was overcast but not cold and the ground damp enough that there was no dust problem at all.

The starts were out-and-out drag races up 300 yards of road to a small uphill. Top end here was the key to the lead position on the first lap and probably the race. The super-tuned DG Kawasakis of Paul Denis and Todd Campbell put green and white out in front for this Valentine's Day and proceeded to massacre the rest of the Minis. They quickly put themselves out of reach of everyone else and created their own race with Denis the constant leader and winner.

The Pro races are always exciting no matter how many you've seen, and today's was no exception. All of the other races today started by class, i.e., Intermediates first followed by the Novices and then the Beginners. The Pros started by size: Open first, 250s next and the 125s last. This makes for what can be described as a "thunderous" start, and Matt Tedder and Craig Adams blasted their big Hondas heart to heart right off the start. Juan "Burrito" Benavidez had his Yamaha yards ahead of the other 250s at the hill, and Ted Brady had his 125 Honda just inches ahead of Craig Dale's Suzuki at the same spot.

Adams and Tedder were apparently riding just a little too closely. By the end of the first lap, Adams had dropped back to about eighth, and Micky Dymond had pushed his "Valentine Special" red Wheelsmith Maico past Tedder to move into first. Steve Banning got his Honda up to third to make the top three all red.

Dymond, in the rough, is super smooth and proceeded to shine all the way to the overall win and first Open. Tedder got by Banning by mid-race and went on in for second. Bernie McDougal had moved up to challenge for third and just before the end of the race, Banning DNF, leaving third to McDougal.

Things were getting hot and heavy at this point, and I was convinced that first lap leader Benavidez was far in the lead of the 250s. The scorers tell me to quit smoking castor beans and that the leader and eventual winner was Jim Tarantino. My apologies to Jim; you must have been so far ahead that I thought you were lapped. I must confess that the show that Benavidez was putting on had me dazzled.

One thing I was sure of, though, and that was that Tim Brady and his Honda was the lap-one-to-the-finish leader of the 125s. Early challenger Craig Dale DNF, and second place went to Mark Denning on a *Motocross Action* Yamaha.

Results

60 NOV: 1. Buddy Antunez (Yam); 2. Jason Collier (Yam); 3. Mark Zaragoza (Yam).
60 INT: 1. Alvin Matthews (Yam); 2. Allan Brehm (Yam).
60 EX: 1. Bubba Erickson (Yam).
80 BEG: 1. Bart Pitts (Yam); 2. Scott Murphy (Yam); 3. Brian Felix (Yam).
80 NOV: 1. Tim Malcolm (Yam); 2. Loren Bjorkman (Kaw); 3. Mike Wiese (Kaw).
80 INT: 1. Mark Toyama (Yam); 2. Jim Wardell (Yam); 3. Jeff (Wafer) Schaeffer (Yam).
80 EX: 1. Paul Denis (Kaw); 2. Todd Campbell (Kaw); 3. Mike Roberts (Yam).
VET JR: 1. Mick Mistretta (Hus).
VET INT: 1. Tom Sawyer (Yam); 2. Roland Thompson (Yam).
VET EX: 1. Dan Moore (Mai); 2. Carl Gazafy (Hon); 3. Bob Crosta (Suz).
JR BEG: 1. Bill Schlotthauer; 2. Nick Beltran (Hon); 3. Larry Severe (Suz).
JR NOV: 1. Ken Irwin (Yam); 2. Mike Goodwin (Hus); 3. Dan Kelly (Yam).
JR AM: 1. Jim Draves (Hus); 2. Robert Dahlgren (KTM); 3. Harry Thornburg (Yam).
JR EX: 1. Jim Turner (Yam); 2. Bill Millar (Suz).
SR BEG: 1. Bruce Cornell; 2. John Downey (Yam).
SR EX: 1. Pat Dale (Suz); 2. Jim VinCurek (Suz); 3. M. Duncan (Suz).
SR EX: 1. Bryon Farnsworth (Yam); 2. Chuck Woody (Yam).
125 BEG: 1. Kirk Littenberg (Yam); 2. Travis Roberson (Suz); 3. Jon Barrick (Yam).
125 NOV: 1. Dana Nelson (Yam); 2. Perry Frolich (Yam); 3. Pedro Dabdoub (Suz).
125 INT/AM: 1. Tim Walker (Yam); 2. Jim Cobham (Suz); 3. Rich Truchinski (Hon).
125 EX/PRO: 1. Ted Brady (Hon); 2. Mark Denning (Yam); 3. Lloyd Thomas (Yam).
100 BEG: 1. Steve Helm (Suz).
175 BEG: 1. Jim Devine (Yam).
250 BEG: 1. Jerry Whelchel (Suz); 2. Wes Zuber (Yam); 3. Scott Lohr (Suz).
250 NOV: 1. William Kelly (Yam); 2. Dave Jones (Yam); 3. Kris Barner (Yam).
250 INT/AM: 1. Tim Cauby (Yam); 2. Rob Hendricks (Kaw); 3. Bob Crosta (Suz).
250 EX/PRO: 1. Jim Tarantino (Hon); 2. Juan Benevidez (Yam); 3. Brad McLeod (Yam).
500/OPEN FOUR-STROKE: 1. Allen Knowles (Hon); 2. Bob Burleigh (Hon); 3. Randy Okada (Hon).
500 BEG: 1. Richard Brightwell (Mai); 2. David Knecht (Yam); 3. Kent Duncan (Suz).
500 NOV: 1. Mark Ault (Yam); 2. Mike Goodwin (Hus); 3. Steve Corrigan (Yam).
500 INT/AM: 1. Jim Lundgren (Yam); 2. Dan Ayers (Yam); 3. John Ferro (Hon).
500 EX/PRO: 1. Micky Dymond (Mai); 2. Matt Tedder (Hon); 3. Bernie McDougal (Hon).

CRC Vets pay tribute at Dunes MX

By Lee Taylor

VALENCIA, CA, FEB. 21

Over and over again, motocross racers come together as a family. Today at Indian Dunes, the

Over The Hill Gang came not just to race, but to pay their respects to "Bugs" Bill Marsh. Marsh, a member for several years, was killed recently in a traffic accident.

"Bugsy Bill," as he was affectionately known, delighted in racing with the CRC Vets, and the black arm bands worn by his buddies were a stark contrast to the colorful banners lining the Shadow Glen course.

When the Vets blasted out of the gate for their first round of action, Ned Joy aboard a red-hot Maico commandeered the lead. He was out to win this one for "Bugs." As the Vets started to spread out, Joy found himself back in fourth with "Too Tall" Tim taking over the reins for the Intermediates.

Ron Ryer was riding shotgun with Richard Lyons in the third place slot.

When the warriros met on the grid for their second encounter, Joy was determined to grab back his previous lead, and he fought with Lyons throughout the moto for the winning position.

Ryer found himself in third, fighting to hold "Too Tall" to fourth.

Several Vets, from all three divisions sharing the track, ran afoul in a muddy turn as they snaked their way in and out of the trees. The mud proved to be "Too Tall's" Waterloo, as well as forcing Roland Thompson to DNF.

This gave Joy the break he'd been fighting for and he emerged in the lead and across the finish line for the day's honors.

Lyons came home second overall and third place for the Intermediates was Ryer.

Bob Kline, aboard a sizzling Honda, with a little help from North Hollywood Honda, stole the show for the 125cc Pros.

In his first moto, Kline found himself back in eighth with a heavy field of Pros to fight his way through. Chris Swank was leading aboard a Suzuki with Andy Nelinger, riding for Van Nuys Suzuki, running a hot second.

Kline was burning up the turf, on a Honda just out of its crate, and determined to put the Suzukis in their place.

By moto's end, Kline had fought his way into second with Nelinger now in the lead. A wheel-clashing battle went down to the finish line with Nelinger taking the moto win.

When the machines blasted off for their second round, Kline once more had to fight for it and, after making some slick moves, took over the lead with Nelinger glued to his rear fender.

Zoli Meszaros was now in third and having a fantastic ride. Not long ago Meszaros was making tracks around the Mini course and now finds himself in the Pro top three.

The top three broke away from the pack and found their own private battlefields. Kline still had a fight on his hands for room to breathe, but by moto's end found his space.

When the checkered flag waved them home, Kline crossed victorious for the winner's share of the purse.

Nelinger, a newcomer compared to Kline, took home second place loot with a 1-6 ride. Pat O'Neal came from a sixth in the first round to take over second near the end of the second moto and took third place money.

Sharing the track with the 125cc Pros were the Open riders, and Mark White simply dominated the class from start to finish, aboard a Yamaha, taking down a super pair of back-to-back wins. Throughout both motos,

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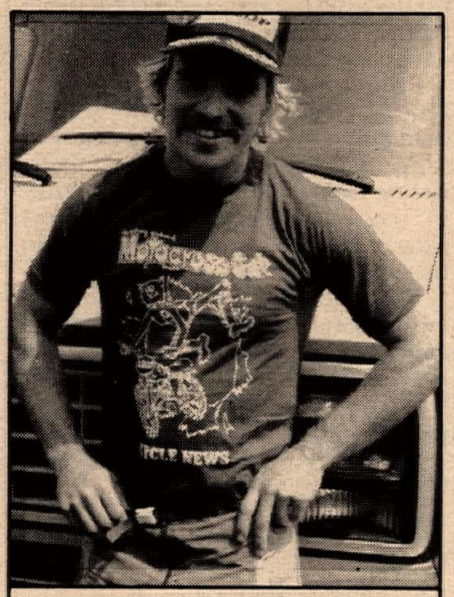

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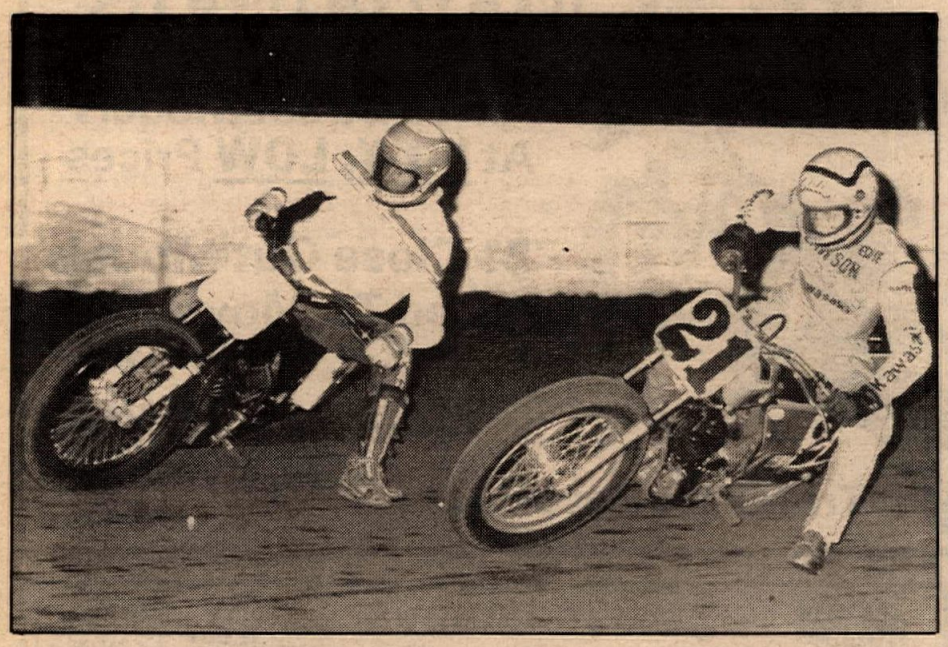

Eddie Lawson (21) leads Jeff Springman at Corona.

White was hounded by past Mini champ Steve Schmitz. Schmitz, also Yamaha-mounted, fought off the field for a superb pair of seconds and took home second place loot.

Rob Rollins, the lone Maico in the top three, fought through two hot and dusty motos for his 4-3 tally, cinching third place money for the day.

Results

60 NOV: 1. Rudy Antunez (Yam); 2. Jimmy Button (Yam); 3. Joel Tokarsky (Yam).
60 INT: 1. Shawn Bates (Yam).
60 EX: 1. Shawn Kalos (Suz); 2. Danny Lamb (Yam); 3. Shane Hunt (Yam).
80 BEG DIV 1: 1. Brian Felix (Yam); 2. Pete Peterson (Yam); 3. Chris Burgess (Suz).
80 BEG DIV 2: 1. Scott Murphy (Yam); 2. Blazem Bambino Tapin (Kaw); 3. Robert Makimoto (Yam).
80 NOV: 1. Tom Holt (Kaw); 2. Joe Hopkins (Kaw); 3. Curt Trimble (Yam).
80 INT: 1. Jim Wardell (Yam); 2. Jeff Barbacovi (Yam); 3. John Gersjes (Kaw).
80 EX: 1. Larry Brooks (Yam); 2. Mike Roberts (Yam).
100 BEG: 1. Paul D'Amico (Suz).
125 BEG DIV 1: 1. Dale Hooker (Yam); 2. Mike Magallanio (Yam); 3. Mike Chaput (Yam).
125 BEG DIV 2: 1. Bill Weatherhill (Suz); 2. Greg Arnone (Hon); 3. Shawn McGurrin (Hon).
125 NOV DI 1: 1. Chris Bolades (Yam); 2. Eric Nallgath (Suz); 3. Jim Domay (Suz).
125 NOV DIV 2: 1. Don Kokinda (Yam); 2. Todd Carmody (Yam); 3. B.J. Lehn (Suz).
125 INT: 1. Jim Boyd (Yam); 2. Don Kudrave (Yam); 3. Alan Lippie (Suz).
125 PRO: 1. Bob Kline (Hon); 2. Andy Nelinger (Suz); 3. Pat O'Neal (Suz).
250 BEG: 1. Dean Kassel (Yam); 2. Rick Perez (Hon); 3. Hank Wesserman (Yam).
250 NOV: 1. Kurt Prather (Suz); 2. Mike Vochota (Yam); 3. Marc Cummins (Hon).
250 INT: 1. Doug Russell (Yam); 2. Eric Silgerio (Hon); 3. Randy Owens (Suz).
250 PRO: 1. Darrel Francis (Yam); 2. Andy Segales (Suz); 3. Zoli Meszaros (Suz).
OPEN BEG: 1. Garret Pengelley (Yam); 2. Ed Black (Yam); 3. Michael Bartorsky (Yam).
OPEN NOV: 1. Bob Burleigh (Hon); 2. Jeff Wiedeman (Yam); 3. Eugene Bora'a (Suz).
OPEN INT: 1. Greg Atkinson (Yam); 2. Dan Baker (Hon); 3. Randy Schwalenberg (Yam).
OPEN PRO: 1. Mark White (Yam); 2. Steve Schmitz (Yam); 3. Rob Rollins (Mai).
CRC VET JR: 1. Kent Shepard (Suz); 2. Jess Ruf; 3. George Lazbeny (Suz).
VET INT: 1. Ned Joy (Mai); 2. Richard Lyons; 3. Ron Ryer (Yam).
VET EX: 1. Dan Moore; 2. Bob Crosta; 3. Gary Willison.

Schulz, Whelchel, Kehoe take AME Dunes MX

By Laura Richard

VALENCIA, CA, FEB. 14

The American Motocross Enterprises hosted another of their Sunday races at Indian Dunes on what proved to be one of the best International tracks ever.

As the gate dropped, signaling the start of the Open Pro race, it was International Yamaha/BG Oil-sponsored Mark White taking the holeshot and the lead with Kern Sport Cycle Maico-mounted Darin Oliver dropping into the second place spot with third going to Honda support rider Tom Webb.

White was able to pull quite a lead for himself on the rest of the pack as Simi Cycle rider Bob Schulz was working his way through the pack after a bad start. He was able to slip past Webb to take over the third place spot, then put his sights on Oliver who was holding down second place as the flag dropped for White to claim the first moto win.

Round two again saw White pulling the lead with Schulz on his tail. Schulz dogged White until the halfway sign went up, then put the pass on White to take the lead. White dropped into second place with Oliver and O'Neal Distributing/Yamaha-mounted Steve Schmitz dicing it out for the third place spot. Schmitz was able to put the pass on Oliver and take over third place, but, with one lap to go, Bakersfield Yamaha-sponsored Greg Torgerson put the pass on Schmitz.

The overall for the day went to Schulz with second going to White and third being filled by Torgerson.

One of the biggest events of the day was the 250cc Pro class, as over 27 riders lined up to wait for the start of the first round. As the gate fell, Kal-Gard-sponsored Suzuki rider Russ Wageman jumped into the lead followed by Yamaha support rider Erik Kehoe in second with third being filled by Honda rider Larry Baker.

By the second lap you could tell there was going to be a battle for first place as Wageman started to pull away from the rest of the pack with Kehoe right on his heels.

Kehoe was able to pass Wageman to take over the lead.

Coming up strong were Answer Products Yamaha-mounted John Whelchel and Suzuki of Ventura-sponsored Brand Johnson. Whelchel was able to capture the second place spot while Johnson had to settle for third.

Round two saw Baker take the holeshot and the lead followed by Honda-mounted Mike Shoemaker and Kehoe.

Shoemaker and Baker were able to hold the pace in front of charging Kehoe. Shoemaker was able to put the pass on Baker to take over the lead, while in the pack Whelchel was coming up to take over the second place spot.

As the flag dropped for the second moto, Shoemaker had the win with Whelchel taking second and Kehoe third.

The overall for the day went to Whelchel with a 2-2 finish with second going to Kehoe with a 1-3 and Shoemaker third with a 7-1 finish for the day.

Kehoe was able to come back in the 125cc Pro race to take back-to-back wins for the day.

Round one saw Simi Cycle Yamaha-mounted Jim Simons jumping into the lead followed by International Yamaha-sponsored Doug Gentry and Kehoe. Kehoe was able to pass Gentry and Simon to take over the lead. Kehoe put his Yamaha into a nice lead, while in the pack Simons was trying to hold off Suzuki rider Rodney Brand and Kal-Gard Suzuki-mounted Russ Wageman. Brand was finally able to take over second place while Wageman slipped into third, dropping Simons to fourth.

Round two saw Gentry taking the holeshot and the lead with second held down by Kehoe and third going to Yamaha rider Randy Commans. Kehoe took over the lead with Gentry in second while Yamaha support rider Clay Hoenshell dropped into the third place spot.

Kehoe took the overall for the day with second going to Hoenshell, who came all the way from Oklahoma City to ride with us, and third place was filled by Brand.

Results

500 PRO: 1. Bob Schulz (Yam); 2. Mark White (Yam); 3. Greg Torgerson (Yam).
500 JR: 1. Dan Baker (Hon); 2. Steve Lucia (Yam); 3. Mark Selbach (Yam).
VET JR: 1. Kent Shepard (Suz); 2. Richard Drolen (Hus).
500 INT: 1. Rocky Hash (Yam); 2. Shawn Lane (Mai); 3. Greg Atkinson (Yam).
VET EX: 1. Lee Johnson (Yam); 2. Bob Dunham (Yam); 3. Milt Muller (Mai).
250 PRO: 1. John Whelchel (Yam); 2. Erik Kehoe (Yam); 3. Mike Shoemaker (Hon).
250 BEG: 1. Brad Halfon (Yam); 2. Rick Perez (Hon); 3. Hank Weseman (Yam).
125 PRO: 1. Erik Kehoe (Yam); 2. Clay Hoenshell (Yam); 3. Rodney Brand (Suz).
125 INT: 1. Robert Felix (Yam); 2. Tom Stout (Yam); 3. Richie James (Suz).
125 JR: 1. Kelly Virchow (Yam); 2. B.T. Lehn (Suz); 3. Chris St. Marie (Yam).
125 BEG: 1. Guy Aruone (Hon); 2. Denny Purcell (Hon); 3. Steve Fabbri (Suz).
83 INT: 1. Kyle Lewis (Kaw); 2. Lance Johnson (Suz); 3. Shawn Trittler (Yam).
82 JR: 1. Curt Trimble (Yam); 2. Brad Toms (Kaw); 3. Bambino Tapia (Kaw).
83 BEG: 1. Robert Makimoto (Yam); 2. Robert Hopkins (Suz); 3. Ed Mercado (Yam).
61 EX: 1. Danny Lamb (Yam); 2. Steven Kotajarvi (Yam).
61 INT: 1. Kayle Johnson (Yam); 2. Mark McDonald (Yam); 3. Joe Brown III (Yam).
61 JR: 1. Shawn Bates (Yam); 2. Tony Sulek (Yam); 3. Brian Payne (Yam).
PEE WEE: 1. Dan Chambers (Suz).
250 JR: 1. Thomas MacFarlin (Yam); 2. Lee Johnson (Yam); 3. Marc Cunnins (Hon).

Hale, Fife, Carlson take Ensenada Mex-o-cross

By El Coyote

ENSENADA, MEX, FEB. 14

The new and challenging El Coyote Loco motocross track in Ensenada is now being recognized by some of the best and most enthusiastic racers.

In the Open Pro race, Woody Carlson pulled the holeshot with Scott Meyer pressuring behind. Meyer lost momentum, giving Carlson a fair and free lead for first place in the first moto.

Carlson wasted no time in the second moto getting the lead, followed closely again by Meyer and Larry Fife. Fife gave a good performance, keeping the rest of the group a good distance behind. The second moto was a repeat of the first, with Meyer chasing Woody, unable to take the lead and Fife holding third.

In the 125cc Experts, the battle was on between the Hale brothers and Fife. The lead was exchanged several times between the three, with Vito Hale holding on for first, followed by his brother Oscar and Larry coming in for third. The second moto was a repeat, again the top three exchanged places often, but this time Oscar Hale emerged victorious.

The 250cc Novice race was very active with a lot of wipe-outs on the double-jumps and the whoops; Gilbert Leyua of Tijuana stalled his bike a mere 300 feet from the finish line, allowing Bob Landry of San Diego to take the checkered.

In the second moto Leyua held on for first with Bob Landy getting first place overall.

Results

80 JR: 1. Rick Cruz (Hon); 2. Albert Cruz (Hon); 3. Ramon Dominguez (Yam).
125 NOV: 1. Abram Yuelles (Suz); 2. Hector Salazar (Suz); 3. Antonio Gayut (Hon).
125 EX: 1. Oscar Hale (Yam); 2. Vito Hale (Suz); 3. Larry Fife (Yam).
250 NOV: 1. Bob Landry (Suz); 2. Alejandro Martinez (Hon); 3. Jose Dominguez (Yam).
250 EX: 1. Larry Fife (Yam); 2. Sergio Goldsmith (Hon); 3. Jando Martinez (Hon).
OPEN PRO: 1. Woody Carlson (Yam); 2. Scott Meyer (Yam); 3. Larry Fife (Yam).

Lawson cleans house at Corona FT

By Elaine Jones
Photo by Dan Mahony

CORONA, CA, FEB. 13

Eddie Lawson came to Corona Raceway to do some serious flat track practicing and brought two awesome Kawasakis with him. Lawson set the track record on the half mile in 1978 with a 22.17, and the record still stands. Tonight he rode three money classes and won all three with style.

In the Open Money TT, Lawson broke on top with Chris Cannon second and Pete Hames third. Hames chased Cannon for two laps before he was able to put Cannon to second. He dogged Lawson for the remaining eight laps but never found a hole in the Superbiker's armor. Hames settled for second, and Jeff Johnson slipped by Cannon at the last moment to collect third.

The 250cc Money half mile wasn't so easy for Lawson as he had to deal with Jeff Springman. Springman got an excellent start that put him in the lead with Lawson in hot pursuit and Roger Thompson in third.

Lawson rode double with Springman for five laps before he put a dramatic move on Springman on the front straight and sqeaked by to take over the lead.

Now it was Springman's turn to chase, and he gave it a heck of a try but could do no better than second. Little Roger Thompson held off five other riders for third.

Lawson was riding a win streak and wasn't about to slack off with the Open Money half mile. When the flag fell Lawson was right where he wanted to be — out in front. Jeff Johnson and Pete Hames were in the two - three spots with Chris Cannon and Danny Perkins rounding out the top five.

Perkins had run away with the heat race so everyone was waiting to see what he would do in the main. He had moved by Cannon by the third lap and by the fifth had disposed of Hames.

Johnson didn't prove to be so easy, but on the eighth lap Perkins had put his big Harley into second and had two laps to catch Lawson.

Lawson's 500cc Kawasaki was awesome and seemed to take to the Corona surface better than anything else out there so Perkins could do no better than follow him home.

The 250cc Money TT was a battle between three riders who have grown up and come through the ranks together. When they get together the sparks fly, and tonight was no exception.

Randy Bird took the lead at the start with Mike Kirby, fresh from his win at Houston, in second and Roger Thompson in third with Curtis Cannon locking up fourth. Thompson made the first move getting by Kirby on the second lap. One lap later Cannon followed suit. On the fifth lap Thompson banzaied by Bird to take over the lead, and that was all she wrote.

At the finish it was Thompson, Cannon and Bird.

There were quite a few double winners. Rex Wessels dominated the 125cc Novice classes while Jim Chapman claimed the wins in the Not So Over The Hill Gang, and Don Meiner was top dog in Open Amateur.

Congratulations to Mike Kirby, Roger Thompson, Wayne Rainey, Pete Hames and Eddie Lawson for their fine performances at Houston.

Results

TT

125 NOV: 1. Rex Wessels (Yam); 2. Timmy Gewecke (Hon).

250 NOV: 1. Jason Bell (Yam); 2. Ken Brown (Yam); 3. Jim Kesler (Yam).

250 AM/EX: 1. Ron Bell (Yam); 2. Steve Fortune (Yam); 3. Bobby Beer (Yam).

NSOTHG: 1. Jim Chapman (Yam); 2. Ron Pearce (Yam); 3. Jerry Peters (BSA).

OPEN NOV: 1. Brian Alexander (Yam); 2. Robert Wilkes (Yam); 3. Scott Sweaney (Yam).

OPEN AM: 1. Don Meiner (Yam); 2. Steve Kukla (Yam); 3. Dave Alexander (Hon).

OPEN EX: 1. Jim Rosa (Yam); 2. Robert Little (Yam); 3. Dan Kane (Yam).

250 MONEY: 1. Roger Thompson (Yam); 2. Curtis Cannon (Yam); 3. Randy Bird (Yam).

OPEN MONEY: 1. Eddie Lawson (Kaw); 2. Pete Hames (Yam); 3. Jeff Johnson (Hon).

HALF MILE

125 NOV: Rex Wessels (Yam); 2. Kennie Buchanan (Kaw); 3. Timmy Gewecke (Hon).

250 NOV: 1. Rick Buttles (Yam); 2. John Stecklein (Yam); 3. Ken Brown (Yam).

250 AM: 1. J. Ward McKee (Kaw).

NSOTHG: 1. Jim Chapman (Yam); 2. Gary Pettis (Bul); 3. Stan Sweaney (Yam).

OPEN NOV: 1. Scott Sweaney (Yam); 2. Dana Dumond (Yam); 3. Philip Gibson (Yam).

OPEN AM: 1. Don Meiner (Yam); 2. Bob Graves (Yam); 3. Steve Kukla (Yam).

OPEN EX: 1. Rob Ely (H-D); 2. Joe Steffen (Yam); 3. Randy Davis (Yam).

250 MONEY: 1. Eddie Lawson (Kaw); 2. Jeff Springman (Yam); 3. Roger Thompson (Yam).

OPEN MONEY: 1. Eddie Lawson (Kaw); 2. Danny Perkins (H-D); 3. Jeff Johnson (H-D).

Jones, Tarantino, Brady top Pros at Saturday Saddleback

By Terry Whytal

ORANGE, CA, FEB. 13

Former National Champ Gary Jones piloted his KTM 495 to the Open Pro victory at this week's Saturday Saddleback Motocross. Honda rider Matt Tedder kept the pressure on Jones in moto one after Steve Banning dropped from the race with unknown mechanical problems slowing his Honda production machine.

Banning charged back in round two to take the checkers in the front position while Jones settled for second place and the overall win. Tedder and Yamaha rider Gregg Young battled for third place with Young settling the dispute and picking up third overall while Tedder's 2-4 score earned him the second place overall share of the purse money.

Honda support rider Jim Tarantino powered away with the 250cc Pro win despite tough competition from Honda-mounted Zoli Berenyi and Yamaha pilot Juan 'Burrito' Benavidez. Benavidez followed Tarantino to the checkers in the first moto while Berenyi trailed in third.

Tarantino got a good start as the second moto thundered onto the track and Benavidez took a fall. Benavidez played catch-up to the leaders Tarantino and Berenyi but time ran out before he could challenge for the lead. Berenyi picked up second overall behind Tarantino. Benavidez finished third and Honda rider Bryan Maloney, recovering from a broken ankle, placed a respectable fourth.

Craig Dale's second moto bad luck continued to plague him this week. Dale danced his Suzuki Floater to the first moto victory but dropped from the battle in round two leaving the door open for Ted Brady to pick up the overall win on his first ride on the new Honda CR125. Brady placed second in round one then battled with Yamaha rider Jeff Stanford for the lead in race two. Stanford came out on top for the moto but Brady collected the first place prize money with Stanford finishing second overall. Yamaha rider Mark Flesia finished third.

Yamaha riders Thayne Zito and Roy Chambers dueled in both motos of the 80cc Novice class. Chambers was just able to edge Zito in the first moto but Zito rode a determined second moto to place first and take the overall honors. •

Results

OPEN PRO: 1. Gary Jones (KTM); 2. Matt Tedder (Hon); 3. Gregg Young (Yam).

250 PRO: 1. Jim Tarantino (Hon); 2. Zoli Berenyi (Hon); 3. Juan Benavidez (Yam).

125 PRO: 1. Ted Brady (Hon); 2. Jeff Stanford (Yam); 3. Mark Flesia (Yam).

OPEN INT: 1. Steve Piattoni (Hon); 2. Mark Stroup (Suz); 3. Rick Grant (Mai).

250 INT: 1. Ron Varela (Suz); 2. Richard Boiten (Hon); 3. David Clement (Hon).

125 INT: 1. Chris Taylor (Kaw); 2. Larry Bolhken (Suz); 3. Gary Renko (Suz).

OPEN NOV: 1. Mark Hall (Yam); 2. Phil Davy (KTM); 3. Vic Williams (Mai).

250 NOV: 1. Don Bazemore (Suz); 2. Cal Stuebner (Suz); 3. Larry Woodhouse (Yam).

125 NOV: 1. John Nisner (Suz); 2. Jim Denham (Suz); 3. Scott Lund (Suz).

250 BEG: 1. Roland Utree (Hon); 2. William Bosanko (Hon); 3. Paul Dunbar (Hon).

125 BEG: 1. Mark Cramm (Yam); 2. Darrin Maddox (Yam); 3. Yan DeYoung (Hon).

MINI EX: 1. Paul Denis (Kaw); 2. Kurt Hendricksen (Yam).

MINI NOV: 1. Thayne Zito (Yam); 2. Roy Chambers (Yam).

MINI BEG: 1. Mike Meier (Kaw); 2. Chris Nash (Yam); 3. Orlando Delfin (Yam).

VET EX: 1. Jim O'Neal (Mai); 2. John White (Mai); 3. Jim Beltinck (Mai).

VET INT: 1. David Wilson (Suz); 2. Bob Barr (Mai); 3. John Tartaglia (Mai).

VET NOV: 1. Milt Mueller (Mai); 2. Robert Berdyck (Mai); 3. Dwain Jarrett (Mai).

WOMEN EX: 1. Karen Leitinger (Suz); 2. Debbie Mathews (Yam); 3. Charleen Ho (Yam).

WOMEN NOV: 1. M. Wickes (Hon); 2. Roxanne Ray (Hon).

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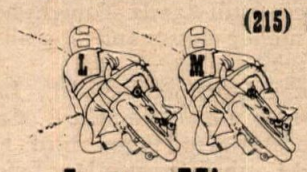

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SPONSORING COMPANY	PRODUCT LINE	AVAILABILITY: SERIES INVOLVED	QUANTITY LMTD-UNL	WHEN AVAILABLE	DISCOUNT RANGE	CATALOG AVAILABLE	SHIPPING DLY-WKLY	EMRGNCY SERVICE	FREIGHT TERM PRE PD-COD	GUARANTEE
CASTRE	BOOTS-GLOVES-GOGGLES	all	unl	Jan	29-47	yes	wkl mon	yes	pp	un-con
LEVI'S	shrink to fit-501 -HD denim jeans, shirts, jackets	all	unl	Mar	50	flyr	2 wk	no	cod	un-con
NTW	first quality-name brand steel belted radial van&trailer tires	all	unl lmtd	Mar	40-50	flyr	wkl tue	yes	cod	con
JOHNSON & JOHNSON	specially designed dirt or asphalt first aid kit (a must)	all	unl	Apr	65	yes	wkl wed	no	pp	sat
AMERICAN SPORTS	KRW & FURY HELMETS	all	unl	Feb	35-40	yes	wkl thur	no	cod	con 20%
EARL's PERFORMANCE	Hose ends, coolers, hoses, gas line, brake line	all	unl	Jan	30-35	yes	2 wk	no	cod	un-con
E. I. DuPONT	(pending AMA approval) All new leather protection	all	unl	?	50-72	not yet	mo.	n/a	pp	un-con
CASL&M	Absolute, unconditional fog free shields- all helmits	all	unl	Apr	52	not yet	dly	yes	pp	un-con
CNA	Life Insurance- Stnd. Rates	Pro	unl	Jan	std	app	dly	?	pp	phy
STEREO DISC.	Home stereo & Video Equip	all	lmtd unl	Jan	25	$10 yes	wkl	no	cod	std
L&M	Hand tools and small machine shop tools	all	ltd	Jan	30-70	flyr	wkl	no	cod	30 day
VAN-CAMPING DISTRIBUTORS	Van & Camping Supplies	all	unl	Jan	20-55	flyr	wlk	no	cod	std
CASL&M	All new ROAD RACE BOOTS	RR	unl	Apr	50	flyr	dly	yes	pp	un-con

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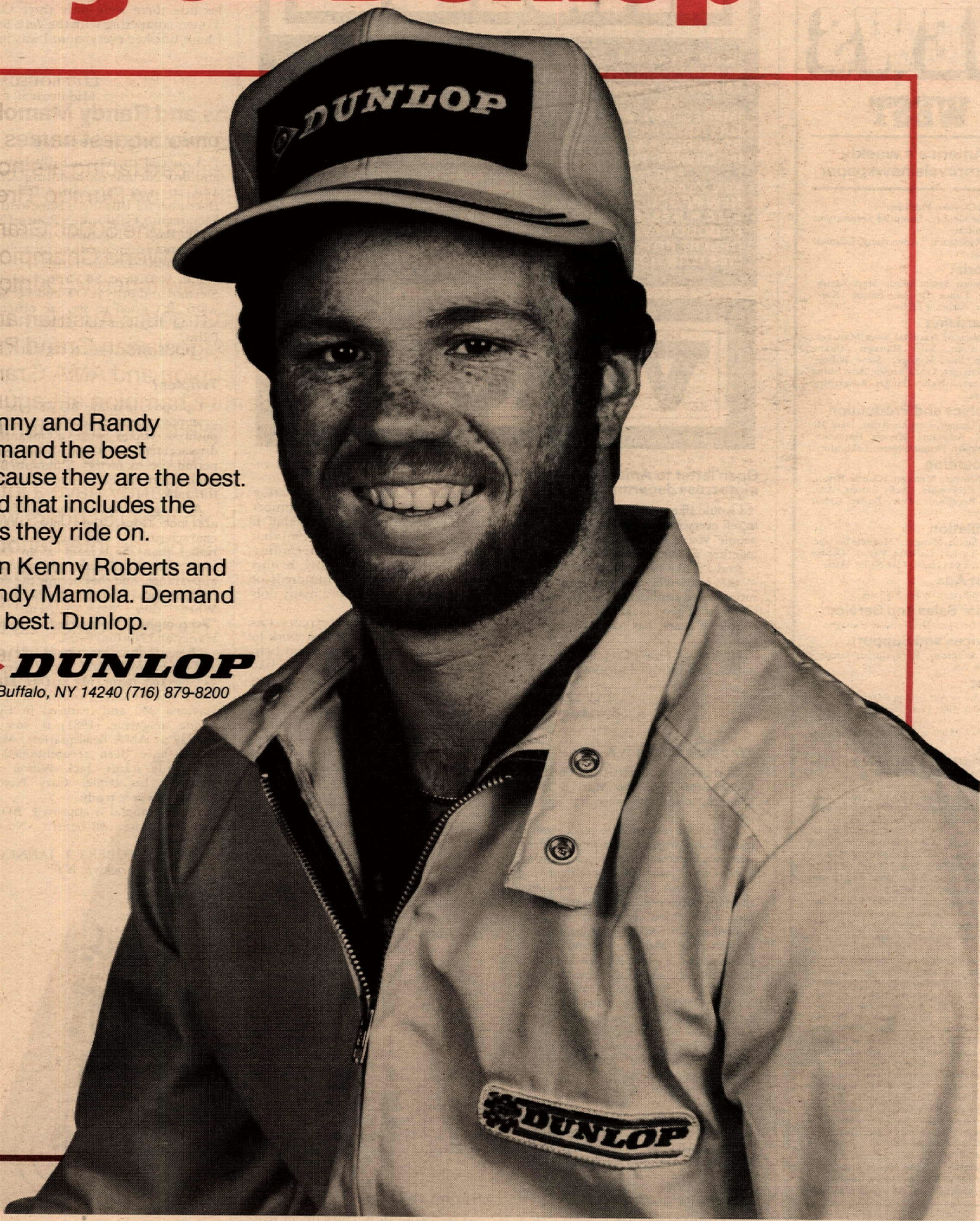

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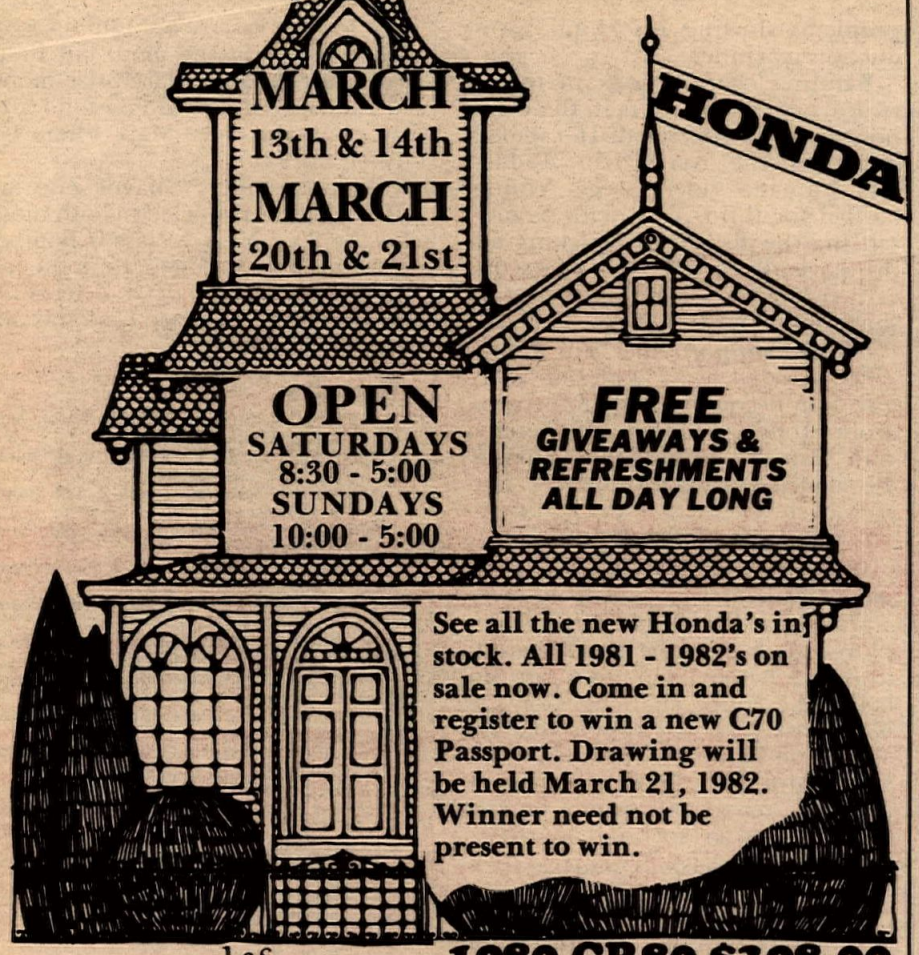

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RIDE AWARE

NORTHERN DATELINE

Ron Sun did ride a 250 to win the Sand Lake GP. The reason he's pictured aboard a 480R is because this is a file photo.

Toedtemier tops at Eugene MX

By Clay Light
EUGENE, OR, FEB. 21

Consistent riding paid off once again for 25-year-old Richard Earle, riding for Cycle Country of Salem and Honda Support.

Earle topped both 125cc Pro motos on this muddy, cold day at Eugene's MX on a 1982 Honda that had not been ridden previous to the event. Steve Williams (Herb's/Yam support) stayed on top of the 250cc Pro heap going 1-1 also.

First race of the day was the 125cc Novice class, at 17 riders by far the largest class of the day. For the first set of motos, riders were treated to messy conditions. Tim Cooper (Hon) led the pack through the water/mud filled whoops, but when they exited, a new leader was in command. Jimmy Kragness (Eugene Suz) kept the pedal to the metal, but it was his turn to take a tasty mud sample and turn the race over to Mark Williams (Suz). From there on in it was Williams' race. The battle for second kept everyone awake between Larry Brumwell (Herb's/Yam) and Greg Schwenn (Suz), who rode a 1979 Suzuki to third at the flag.

Moto two had Kragness take command over Brian Kragerud (Yamhill Yam), Cooper and Mark Chapman (Suz). Kragness and Kragerud were at it with Kragerud coming out on top and taking the overall over Schwenn with a 4-1 and Schwenn (3-5).

Next race was the Combined Pros race, also running were the 125 and 250cc Intermediates and all the Open bikes to save time and not run out of daylight. Williams put his 250 out front of 125cc riders Terry Baker (DG/Eugene Suz) and Earle. Earle got by Baker, but it wouldn't be the only time that they would exchange spots.

Rick Gunderson (Eugene Yam), Dwayne Taylor (Hon of Eugene) and Jeff Toedtemier (Suz) led the 125cc Intermediate pack. Gunderson had a good thing going but found conditions greasy and lost it to the mud magnets. Toedtmeir and Taylor moved by and moved up to challenge the Pros. Williams was having a field day up front as Earle and Baker were going at it until Baker slid out, allowing Earle to back off and ride cautiously, although he let Toedtemier and Taylor by in the process. Williams took the checkered flag for first ahead of Toedtemier, Taylor, Earle, Sayles and Baker. The rest were mud victims and packed it in.

Second moto had Baker blast the pack. Earle stayed close, and the two stayed glued to one another for the first two laps. The 125cc Intermediates moved up to join the Pros, but it took them twice as long this moto because the track was much faster and drier then the first moto.

Up front the Pros were dicing once again, and Baker moved by Earle to take the lead but bailed off letting Earle by. Sayles came from nowhere to move to within striking distance of Earle. He waited for the Honda pilot to make a mistake, which took three more laps then Sayles made his shot at taking the lead. The two had it out for another lap when Toedtemier also got by Earle.

Earle was now left with Taylor, and the Honda riders put on a show for the crowd. It was billed as the Pro versus the should-be-Pro race, and when they came through the woods, Earle was all alone. Taylor bit it big time and said hello to one of the giant oak trees, though not hurt seriously.

Sayles sailed away for the checkered flag ahead of the Pros and the 250/Open Intermediates that I failed to tell you about. Dave Beck took command of the Open class both motos but was a long way back from the Pros and 125cc Intermediates.

The Pros didn't fare too well this time and more or less took a lickin' from the Intermediates. The Pros did give it their best shot, but due to the messy conditions, no one has an advantage in this stuff. Next time bring your tire chains, tractor tires or any other reasonable traction devices!

Results

250 PRO: 1. Steve Williams (Yam); 2. Robby Watilo (Yam); 3. Sket Hise (Kaw).
125 PRO: 1. Richard Earle (Hon); 2. Terry Baker (Suz); 3. Joe Spangler (Kaw).
OPEN: 1. Dave Beck (Yam); 2. Mike Smothers (Yam); 3. Derek Louvring (Yam).
250 INT: 1. Linsey Wurn (Yam); 2. Mike Obie (Yam); 3. Ben Gragle (Hon).
250 NOV: 1. Mike Burke (Suz); 2. Richard Moore (Kaw); 3. Don Robinson (Kaw).
125 INT: 1. Jeff Toedtemeir (Suz); 2. Lonny Sayles (Yam); 3. Rick Gunderson (Yam).
125 NOV: 1. Brian Kragerud (Yam); 2. Greg Schwenn (Suz); 3. Scott Avery (Suz).
30-40: 1. Jack Heeter (Mai); 2. Charles Standerford (Mai); 3. Skip Cox (KTM).
100 NOV: 1. Carl Renfrow (Suz).
MINI INT: 1. Matt Ramey (Yam); 2. Billy Boresek (Yam).
MINI NOV: 1. Randy Wiens (Kaw); 2. Gary Wills (Kaw); 3. Brad Cox (Kaw).
PEE WEE: 1. Chuckie Standeford (Yam); 2. Troy Campbell (Suz).

Word, Pelkey, Campbell pulverize Medford indoor ST

By Clay and Suanne Light
MEDFORD, OR, FEB. 19

It was indoor short track at its absolute best tonight at the Expo Center in beautiful, scenic southern Oregon city of Medford. A capacity crowd was on hand to witness excellent racing and wins by Frank Word III, who topped the 125 and 200cc A mains, Barry Pelkey (Yam), who topped the 250cc A main and Jeff Campbell (Simpson Helmets/Yam), the victory in the Pro Money main over Pelkey and Word.

Ryan Huffman (Huffman/Wright logging Yam) led the 60cc A main over Jason Froebe, David Barger and Kenny Craig and gave them a lesson in agony and defeat to take the win over Froebe and Barger.

The 125cc A main was an exceptionally fine race with 11 on the line to go at it. When the flag dropped, Word put a Suzuki water-pumper to the head of the pack over Dennis Pool (on a Floater MXer, as were many of the 125s), Vic Lilya (Suz), Robbie Blagg (Yam) and Dave Nordin (Yam). Word would lay it over farther than anyone else and did it to 'em for a wire-to-wire win. Second went to Pool who held off radical advances from Lilya, Blagg and Nordin.

Next was the 200cc A main. Word spent little time wasting the pack to outdistance Jeff McKinley (Hon) and Clay Light (LOP/Yam), who argued over second until the last lap. Fourth was Doug Blagg followed by Rob Izalt (Hon).

The 250cc A main had Pelkey pulverize the pack to the ground. Campbell and Word tried to keep him in sight but fell short in the end. Pelkey was victorious over Campbell, Word and Harsha.

The Pro mains were next on the agenda. One was the Youth Money main, which is for 80 to 200cc machines. Dave Nordin (Yam) had the pole position which he used to grab the lead over Rob Bixel and Robbie Blagg (Yam). The pack of 11 soon spread out, and Nordin had a cozy lead followed by a trio of Bixel, Blagg and Light, who worked from last to pressure Blagg.

On the last lap, Nordin had it sewed up as Bixel, Blagg and light swapped for second. Light made a drive but hit lapped traffic letting second slip away. Bixel ended up second, Blagg third, Light fourth, Stacy Tesch fifth, Joel Dixson sixth and Charlie Mitchell (Yam) seventh.

The crowd was all ready for the highlight of the evening which was the Pro main. Pelkey put his Yamaha to the front followed by Campbell and Harsha, but the race was red flagged. Second try was also flagged, but the third was a take.

On the green light it was Pelkey and Campbell shooting out front over Whiting and Brett Howard (Hon). Pelkey and Campbell continued to trade paint, fighting for the big bucks. Campbell shook off Pelkey and once free opened up a good lead leaving Pelkey to fight off Howard, which he did rather easily and effortlessly being the fine rider that he is. Howard soon found the going rough when Word, who gated poorly, caught up and pressured for third. Time ran out, and Word was aced out by Howard's Honda.

Results

PRO MONEY 200-OPEN: 1. Jeff Campbell (Yam); 2. Barry Pelkey (Yam); 3. Brett Howard (Hon).
YOUTH MONEY 80-200: 1. Dave Nordin (Yam); 2. Rob Bixel (Suz); 3. Robbie Blagg (Yam).
OPEN A: 1. Brett Howard (Hon); 2. Robert Horban (Suz); 3. Mike Huffman (Hon).
250 A: 1. Barry Pelkey (Yam); 2. Jeff Campbell (Suz); 3. Frank Word III (Yam).
200 A: 1. Frank Word III (Yam); 2. Jeff McKinley (Hon); 3. Clay Light (Yam).
125 A: 1. Frank Word III (Suz); 2. Dennis Pool (Suz); 3. Vic Lilya (Suz).
100 A: 1. Wayne Frampton (Yam); 2. Andy Dixon; 3. Brian Sheets.
80 EX: 1. Wayne Frampton; 2. Andy Dixon.
80 JR: 1. Robert Walker; 2. Ryan Huffman (Yam); 3. Heath Hutchins (Yam).
60 A: 1. Ryan Huffman (Yam); 2. Jason Froebe (Yam); 3. David Barger (Yam).

Sun, Cropper, Swenson smoke Sand Lake GP

By Suanne Light

SAND LAKE, OR, FEB. 15

Ron Sun topped the 250cc class at the seventh annual Sand Lake GP, which is a once-a-year event held right on the beach. Jeff Cropper collected the 125cc win on a Suzuki and the Open class went to Al Swenson, who finished second to Sun in the 250cc class.

Classes weren't run like an MX event where you have Pro and Novice classes; rather, all riders ran together in displacement classes. Ron Sun (Hon support) led the start of the 250cc class over Randy Thompson (Yam) and Swenson. The rain was coming down in buckets, and the sand turned soupy as it has almost every year the event has run. Sun wasted little time and withstood the long vigorous moto to top the pack as Swenson had enough laps to finish second. Third went to Vernon Lamping, fourth to Suzuki rider Chris Selness (Gresham Suz) and fifth to Thompson, who rode three classes in the downpour.

The 125cc class saw Cropper crush the pack and use his professional MX skills to run away with the win, besting second place rider Thompson.

Cropper is an excellent sand rider and has paid his dues coming up through the mini ranks to place 12th in moto one at the Washougal National. Third in the class went to Steve McCall while Bruce Burns and Ross Schultz gave chase.

Open machines had little trouble tackling the hills. The "big bowl" is always used, and the big bores motored effortlessly. Swenson did the destruction and came out on top for first. Second was Thompson, third to Karl Berkhart.

Results

125: 1. Jeff Cropper (Suz); 2. Randy Thompson (Yam); 3. Steve McCall.
250: 1. Ron Sun (Hon); 2. Al Swenson; 3. Vernon Lamping.
OPEN: 1. Al Swenson; 2. Randy Thompson (Yam); 3. Karl Berkhart.

Awards presented at OMRA banquet

By Larry Ulrich

BEND, OR, FEB. 6

This year's annual OMRA awards banquet was held at the Riverhouse Restaurant, one of Bend's finest eating establishments. Happy hour started at 6:30 p.m. as riders got re-aquainted, this time without shoulder pads and helmets. For their entertainment, Husqvarna rep Glenn Wright provided a video tape of Dick Burleson that played continously during the happy hour. The tape, a Peter Starr production, was fantastic. Dinner was served to 77 people at 7:30 and was an excellent boneless breast of chicken.

After dinner, Billy Toman, OMRA Director, started the awards part of the evening by talking about what the OMRA is, what they've done and where they're going. He explained that the riders gathered were getting awards for their efforts in riding six desert events near Bend and Vale and two reliability trials near Bend and Medford. They are all very accomplished riders, many of the Amateurs moving up to Expert this year. As the top three riders in their respective classes came forward, professional photographer David Overholser took pictures, and each of the top three will get an 8x10 color picture to hang on the wall next to their OMRA award.

After Toman finished, Wright called several Husky riders up to the front and presented them with trick new jerseys.

Results

TRAIL BIKE: 1. Brent Olson; 2. David Tester; 3. Grady Troglin.

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NORTHERN DATELINE

Dale Demaris took the overall at the High Desert 100 on his 250 Husky.

Brad Turnidge raced to win the OMRA team race with Glenn Wiensz. The next day, he picked up second overall at the High Desert 100.

125 AM: 1. Bob Cesena; 2. Bradley Allen; 3. Harry Reed.
200 AM: 1. Curt Mastrude; 2. Jim Servo; 3. Joe Lieuallen.
250 AM: 1. Jim Harris; 2. John Holland; 3. Lyle Klenski.
OPEN AM: 1. Barrett Brown; 2. Jerry Denley; 3. Howard Larson.
OT AM: 1. Chuck Scheibel; 2. Bob Wruble; 3. Ed Fuller.
125 EX: 1. Willis Taylor; 2. Terry Bryan; 3. Steve Henry.
200 EX: 1. Brett Kindall; 2. Ross Brinton; 3. Scott Allen.
250 EX: 1. Dale Demaris; 2. Alan Holly; 3. Buzz Farrell.
OPEN EX: 1. Brad Turnidge; 2. Bill Dowers; 3. Rick McUne.
OT EX: 1. Denny Olson; 2. Jim Hogan; 3. Roger Neale.
OVER 50: 1. Bill Ansenberger; 2. R. Christner; 3. Harley Malkson.

Blair, Smith, Heiberger haul at Prairie City MX

By Sue Ellis
SACRAMENTO, CA, FEB. 14

DeMello Moto-X Productions held their first race this Valentine's Day, and it was a muddy one. It rained just about all day, but the races went on. The Prairie City OHV Park track was great to begin with but got muddy fast.

In the 125cc Expert class, Randy Blair was first into the first turn followed by Robbie Hadlock on a Yamaha. By the second turn, Hadlock passed Blair and in third was Mike Preston. Hadlock was out by the second lap, and Blair held first till the end of the moto.

Spoof Pena held second for a few laps, but the mud took its toll on his bike, and he was out of the race. Dana Waxham ended up with the second after catching up from a poor start.

The second moto, Hadlock was the man to beat as he holeshot and took off to win the moto unchallenged. Jeff Cloutier took second place riding a Kawasaki, and third went to Blair.

In the 250cc Expert class, Ken McKenzie got the holeshot followed by Jim Ellis. By the second lap Ellis took the lead and held it till the checkered. Rodney Smith on a Suzuki took second with Scott Rebuck rounding out the top three.

Rebuck holeshot the second moto followed by Smith then Brian Jordry. Smith stretched his lead while Ellis caught up to third and battled with Rebuck. At the halfway mark, Ellis passed for second, with Rebuck third. Jordry held out for fourth place.

For the Open Expert class, Ellis holeshot moto one, followed by Bob Shafer on a Maico and Jerome Heiberger. Heiberger soon overtook Shafer and caught up to Ellis. Ellis slipped out in a muddy turn in the back section, and Heiberger took off and never looked back. Ellis finished second, and third place went to Randy Losh.

The second moto, Ellis got the holeshot again as the moto was a repeat of first. Heiberger caught up to Ellis, and they battled for a couple of laps. Ellis slid out on a slippery off-camber turn, and Losh got by, putting Ellis in third.

Results

OT EX: 1. Jesse Dean.
OT JR: 1. Augil Aja.
VETS: 1. Larry Hartnett.
125 NOV: 1. Robb Forsberg; 2. Tim Linderman; 3. Scott Rohrs.
125 JR: 1. Chris Heyman; 2. Glenn Reed; 3. Raymond Freitas.
125 EX: 1. Randy Blair; 2. Jeff Cloutier; 3. Freddy Bercier.
80 NOV: 1. J.T. Tayler; 2. Mike Pascarella; 3. Terry Bostard.
80 JR: 1. Shaun Whooten.
80 EX: 1. Tyson Vohland.
250 NOV: 1. Robert Tull; 2. Phil Deller; 3. Bill Burmatn.
250 JR: 1. Mike Stirling; 2. Keith Myers; 3. Jim Dallara.
250 EX: 1. Rodney Smith; 2. Jim Ellis; 3. Brian Jodry.
OPEN NOV: 1. Jeff Herndon; 2. John Powers; 3. Paul Swinney.
OPEN JR: 1. Tom Sweeney; 2. Colin MacDonald; 3. Scott Johnson.
OPEN EX: 1. Jerome Heiberger; 2. Randy Losh; 3. Jim Ellis.

Demaris destroys frosty Oregon desert race

By Larry Ulrich
BEND, OR, FEB. 7

At 10 a.m. 91 hardy souls lined up for 100 miles of central Oregon desert racing. The ground was frozen solid and got about a half inch dusting of snow Saturday night. Some areas offered normal traction while some spots were very slick. The same course as Saturday's team race was used with 10 miles added to the eastern end. Just to keep everyone honest, a different starting line was used today.

The Experts got off without a hitch and as soon as the Amateurs got a starting check on their helmets, they gave chase to the Experts. No dust today, but plenty of snow got kicked up into the air. Mike Ritchie of Medford was first to the "smoke-bomb" only to drop to 13th at the end of lap one then crash in a rock pile. Mike is at home recovering with some type of nerve problems in his arms.

At the end of lap one, 250 Husky rider Dale Demaris had the lead with Brad Turnidge hot on his tail. At the end of lap two, it looked like Turnidge's 495 KTM might outrun Demaris on this fast course, but a broken rear brake backing plate kept it in the pits a while, giving Demaris a four-minute lead. At the finish it was Demaris with a 30-second lead over Turnidge. People can speculate as to what may have been had the KTM not broken. Demaris has had his share of breakage over the last year, and that's desert racing. Demaris didn't break this time. That's how Demaris won the number one plate for '81. When he didn't break, he won.

Several rookie Experts were in the hunt this race. Barrett Brown, number one Open Amateur for '81, rode his IT465 to sixth overall and third Open Expert. Mike Howard (who teamed up with Lyle Klenski Saturday for sixth overall) was running in the top five until a flat rear tire destroyed his rear wheel. He limped into the pits and his dad, assisted by Steve Doane, used dad's wheel from his 390 but had to also change sprockets. It took a while, but they got him back into the race, although out of contention. He ended up a respectable 35th overall and eighth 250cc Expert for some OMRA points, though.

First year 125cc Expert Bob Cesena got 15th overall and second in class. Joe Lieuallen, another rookie Expert, got third in the 200cc Expert class. Several 125 riders had to ride the 200cc class because of lack of riders. Steve McCall showed that a water-pumper 125 is hard to beat by taking first at ninth overall.

Rick McUne repeated Saturday's win by taking third overall and first Over The Hill Gang Expert.

This year, OMRA is starting a new points system with all classes receiving the same number of points regardless of the number of riders. Also, if a rider rides all 11 events, the points steward will throw out the worst two events. This should make for a very interesting season.

Results

OVERALL: 1. Dale Demaris (Hus); 2. Brad Turnidge (KTM); 3. Rick McUne (Hus); 4. Ron Dillon (Yam); 5. Dan Muller (Mai); 6. Barrett Brown (Yam); 7. Cliff Humbard (Yam); 8. Bill Dowers (Hus); 9. Steve McCall (Yam); 10. Jerry Josten (Hus).
BEG: 1. Rod Wurl (Yam); 2. Matt Brennan (Yam); 3. Craig McCourt (Hon).

Turnidge/Wiensz tackle Oregon team race

By Larry Ulrich
BEND, OR, FEB. 6

February 6 and 7 marked the first points race of the 1982 season for Oregon cross-country racers. I say cross-country instead of desert, because this year's events will be all over Oregon. Eight events will be desert and three will be west of the Cascades in the woods.

These two events were sanctioned by the Oregon Motorcycle Riders Association and sponsored by the Cascade M.C. of Bend. This two-day event has become a tradition, and the team race is the favorite, as indicated by the number of riders. Seventy-six teams (152 riders) rode Satureday with 91 riders Sunday.

One man from each team lined up for a normal desert start, Experts first followed by Amateurs soon after. They rode once around a 22-mile course then *had* to swap with their teammate. The course was fast but different than last year — more turns, more rock piles, more whoops and 10 miles further. Each team member rode two laps making a total of 88 miles.

The high desert of central Oregon was recovering from a heavy snow fall but was free of snow except for about a quarter of a mile. The ground was frozen, however, and made for hard, bone-jarring riding. The sun came out enough to make some mud, and the temperature was just about right for riding, though a little chilly for pit crews.

KTM was the big winner today. Young Brad Turnidge and desert vet Glenn Wiensz (both past High Desert 100 winners) teamed up to take first overall and first Heavyweight Expert. Not far behind was the Husky team of Dale Demaris and Tom Lillis followed by Alan Holly and Grant Hudkins, riding a 250 Honda and a 390 Husky, respectively. In fourth overall in a new class was Rick McUne and Vogt Lyons in the Over The Hill Gang (over 30 years). This class had a dry run at the High Desert 100 and was so well received that it was made a permanent class for '82 with an Expert and Amateur division. Both days this class proved to be very popular.

First Amateur riders were Chris Wood and Stuart MacAskill in 12th overall. These riders probably should be riding in the Expert class. In 22nd overall was the team of Scott Zettle and Craig Buchea taking first Lightweight Amateur honors.

Results

TEAM RACE: 1. Brad Turnidge/Glenn Wiensz (Hw Ex); 2. Dale Demaris/Tom Lillis (Hw Ex); 3. Alan Holly/Grant Hudkins (Hw Ex); 4. Rick McUne/-Vogt Lyons (OTHG Ex); 5. Jerry Josten/Ken Maahs (Hw Ex); 6. Lyle Klenski/Mike Howard (Hw Ex); 7. Phil Norstrom/Malcolm Bullemor (OTHG Ex); 8. Lennie Hawkins/Steve Lynn (Hw Ex); 9. Tim Leehe/Brett Kindall (Lw Ex); 10. Steve McCall/Bill Holtman (Lw Ex).

Sportsmen shine at AME Sprockets MX

By Laura Richard

BAKERSFIELD, CA, FEB. 7

American Motocross Enterprises presented Sunday motocross at Sprockets Park in Bakersfield to a large turnout of riders. Some of the best racing of the day came out of the Sportsman classes.

As the gate dropped signaling the start of the 125cc Intermediate race, it was Yamaha-mounted Darin Powell taking command with Kawasaki rider Kevin Field dropping into the second place spot with third being filled by White, Inc.-sponsored Kenny White.

Powell was able to hold off the charging Field to take the first moto win with Field taking second and third going to White.

Round two saw Field jump into the lead with Powell second and White again taking third place. This time there was no holding back Field as he took the second moto win and the overall for the day, with Powell sitting in second place and White taking third.

The Open Intermediate race saw Yamaha-mounted Don Hopkins take back-to-back wins with second going to Suzuki-mounted Ken Reneauz and third to Yamaha-mounted Tim Conner.

In 250cc Intermediate it was Suzuki of Ventura-sponsored Jimmy Mayhue taking the back-to-back wins with second place going to Honda-mounted Eric Selgero and third going to Suzuki rider Tim Winslow.

The 125cc Junior race saw 7'Js Suzuki of Ventura-mounted Lance Johnson leading all the competition to take back-to-back wins for the day with second going to Suzuki rider Doren Potter and third to B.C. Racing rider Gary Monday.

The Open Pro class saw 7'Js Suzuki of Ventura-sponsored Brand Johnson taking back-to-back wins with the second spot being filled by Kern Sport Center Maico-mounted Darin Oliver and the third place spot going to Bakersfield Yamaha-mounted Greg Torgerson.

In the 250cc Pro class, it was Kern Sport Center Husky-mounted Mike Yafchak taking the overall with second going to Phil's Racing Center Maico-mounted Mike Wickersham and third being filled by Honda rider Doug Nicol. •

Results

500 PRO: 1. Brand Johnson (Suz); 2. Darren Oliver (Mai); 3. Greg Torgerson (Yam).
500 INT: 1. Don Hopkins (Yam); 2. Kenneth Renaux (Suz); 3. Tim Conner (Yam).
VET EX: 1. Stewart Rogers (KTM).
VET JR: 1. Don Hopkins (Yam); 2. Carl Casanova (Yam).
500 JR: 1. Steve Zimmerman (Hon); 2. Randy Winslow (Yam).
500 BEG: 1. Adie Geiser (Yam); 2. Brad Cravens (Yam); 3. Clyde Benson (Yam).
250 PRO: 1. Mike Yafchak (Hus); 2. Mike Wickersham (Mai); 3. Doug Nicol (Hon).
250 INT: 1. Jimmy Mayhue (Suz); 2. Eric Silgero (Hon); 3. Tim Winslow (Suz).
250 JR: 1. Gregg Giggy (Yam); 2. Lex Dullman (Hon); 3. Larry Marcell (Hon).
250 BEG: 1. Norman Day (Hon); 2. Lee Turner (Suz).
125 INT: 1. Kevin Field (Kaw); 2. Darin Powell (Yam); 3. Kenny White (Yam).
125 JR: 1. Lance Johnson (Suz); 2. Doren Potter (Suz); 3. Gary Manday (Yam).
125 BEG: 1. Troy Moreland (Yam).
83 INT: 1. Lance Johnson (Suz); 2. Jeff Reynolds (Yam); 3. Todd York (Yam).
83 JR: 1. Mickey Elsberry (Yam); 2. Brian Peoples (Yam); 3. Tony Mercier (Suz)
83 BEG: 1. Mark Heydt (Hon); 2. Scott Heydt (Yam); 3. Justin Hayes (Yam).
61 INT: 1. Kevin Peoples (Yam); 2. Kayle Johnson (Yam); 3. Joe Brown III (Yam).
61 JR: 1. Joseph Jameson (Suz).
PEE WEE: 1. Mitchell Hukill (Yam).

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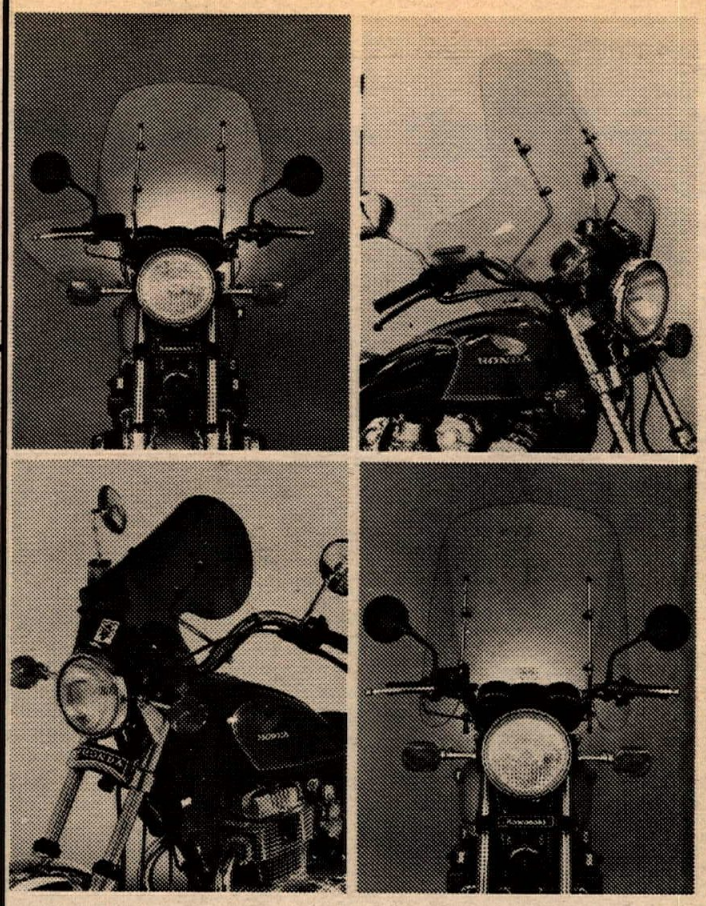

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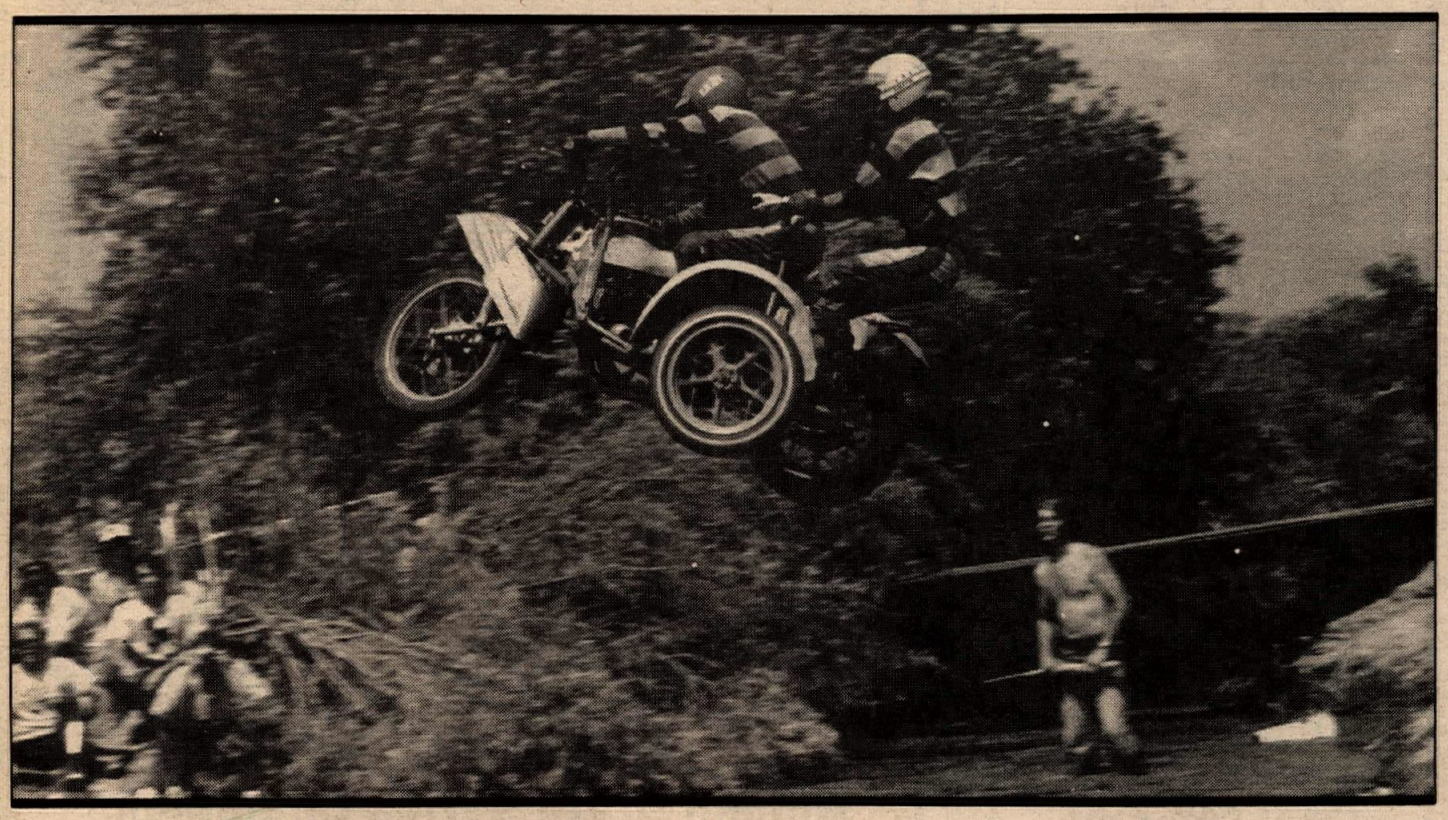


John Palfreyman, Jr./Thom Lund

Off to Europe on a Wasp

By Dale Brown

Sidecar motocross is a spectacular show. Just about everyone who has seen it would agree with that statement. Big 750-1000cc motors power the hefty rigs around the course while driver and passenger perform a hammering ballet to keep the machine both on the ground and pointed in the right direction.

Still, the sport has never really caught on in America. There are a relative handful of sidecar devotees and competitors in the country, but seeing more than two dozen hacks at one event would be a rare occurence.

In 1974 the top European sidehack teams were brought over for a series of races —which they totally dominated — but the events did not prove to be a popular spectator draw, and no such series of races has ever again been attempted.

Conversely, sidecar motocross is a booming sport in Europe. A 10-race World Championship begins Apr. 4 in Italy, and there are enough FIM-sanctioned international events in between world rounds so that a team can race every weekend through into the fall. And, they can earn a living doing it.

That's where John Palfreyman, Jr. and Thom Lund enter the story. Currently the top-rated American driver/-passenger combination, Palfreyman and Lund went to Europe in 1980 where they raced several international events and three GPs. Their highest international placing was a sixth, and they wound up 11th in one of the GPs.

This year they are committed to a full-on European assult, contesting all the GPs and 19 international dates. "We came back after racing in Europe in 1980," says Palfreyman, "and the competition wasn't too good. We can't get any better unless we're racing against the fastest teams, and the fastest teams are over there."

Asked if their chances of doing well had improved over 1980, Palfreyman replied, "Last time we had mostly mechanical problems. Our riding ability was there, but we still need to ride more. This year we've got a new bike, a more powerful motor and new sponsors. I think we can do pretty well this year."

Palfreyman and Lund have a Wasp factory ride lined up through the U.S Wasp importer, Trevor Harris. The powerplant will be a Norton twin enlarged to between 930 and 950cc, while most of the European competition employs Yamaha vertical twins bored an stroked to 998cc. With weights in the 430-450-pound range without the piloting team, added to the power involved, rear knobbies do not last long.

Palfreyman and Lund, who started their career together as both solo and sidecar BMX racers, will base their effort in England and Amsterdam simultaneously. They have purchased a Mercedes transport for their machinery and Lund will stay in Holland with the transporter between races while Palfreyman stays in England. They will do their own mechanical work. Wasp will assist in their efforts, and they've lined up help from Englishman Terry Good, one of the top sidecar drivers in the world championships. In fact before the American duo was to leave for Europe, Good was busy arranging and confirming their starts with European promoters.

One thing that European sidecar MX features, according to the pair, is a wide group of top contenders. "There are 10 teams that can easily win the world championship," says Palfreyman. "Tom Van Heugten, Robert Grogg, Terry Good, Bollhalder Brockhusen...There's a big field out there. It's a lot more open than the 500s, where it's going to be Lackey, Malherbe or Noyce.

"It's more critical also because you have another person on the bike. You have a passenger who is just as much a driver. You can be the fastest driver, but if your passenger is hurt, you can't be the fastest on the circuit. It all depends on what happens between both the people."

The pair leaves for Europe at the end of February, and their first race will be Mar. 28. Besides Wasp, their backers include O'Neal, Cycle-Am, Bell Helmets, Oakley, Hi-Point, HP International, Kiel's Cycle Parts and Tsubaki Chain.

As a final question, we asked Palfreyman where the sport was headed. "It's been going up the last year and a half. With all the new bikes that are coming in, we are hoping that within two to three years we'll have a World Championship Sidecar event here in the U.S., because we're the only country that doesn't have a round. We have a round for the 500s and one for the 250s, and in two or three years with the help of the English and European drivers that are going to come over in two years, we'll have a world round here somewhere in California.

"The sport has to go up. Before everyone knew the sidecars as a joy-ride type of activity. Now the bikes cost anywhere from $5000 to $10,000. The machinery is a lot better now and it produces better racing. *Who is* the fastest rider, instead of who is going to break first." •

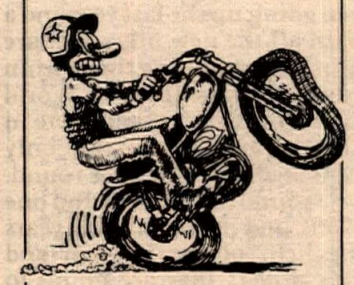
RESULTS

Hotline Promotions Short Track Hills Ferry Speedway Newman, CA Feb. 7, 1982 By Helen Roehlk

MINI	
100 EX	
Winkie Freitas	Yam
Ronnie Hayes	Kaw
80-100 NOV/JR	
Michael McDonnell	Hon
Steven Raymond	Yam
80 EX	
Winkie Freitas	Yam
Stephen Mayfield	Yam
Kelley Fischer	Yam
250 NOV	
Kurt Chandler	Kaw
Craig Johnson	Yam
250 JR	
Larry Staggs	Kaw
Albert Rudy	Yam
250 EX	
Bruce Johnson	Yam
P.J. Sanchez	Yam
Aaron Hill	Hon
500 JR	
Kelly Bennett	Yam
500 EX	
David Boyles	Yam
Robert Hugill	Yam
Chris Roehlk	Suz

1981 D-38 Enduro Final Point Standings

Larry Woodruff	1745
John Owen	1595
Kerry Standifer	1552
Guy Biggs	1548
Bob Niles	1466
AL Mourian	1324
Alan Klumph	1403
Dennis Montgomery	1376
Bill Snipes	1376
Bill Anderson	1282
Leroy Wilson	1184
Dan Worley	1168
Craig Lair	1156
Denis Sanford	1154
Bill McNess	1133
Richard Griffin	1130
Roger Ball	1105
Dennis Hussong	1084
Brad McKay	1075
Bob Zulio	1063
Robert Stouffer	1033
Jeff Beeh	944
Don Danner	924
Anthony Ligutti	915
George Beal	891
Bob Falkenberg	888
Gary Estrada	886
Richard Henderson	864
Randy Farrar	861
Steve Hillerman	858
Steve Hill	775
Joe Smith	732
Kai Krug	720
Mark Berger	720
Richard Gehring	704
James McGarvie	687
Allen McDonald	676
Bruce Borton	665
Gary Miller	607
Gene Langworthy	591
John Vedas	583
Harry Brattin	581
Mike Forgo	567
James Moody	556
Keith Drochak	500
Gordon Parham	496
Noble Butler	475
Stephen Plourd	455
Michael Spencer	452
Paul Russo	449



1981 Mountain Roadracing Assoc. Final Point Standings

Norm Meyer	997
Rick Orlando	747
John Flielder	532
Gary Amundson	423
Bob Waldo	421
Mike Farmer	363
Mike Pettiford	331
Merlyn Plumlee	325
Brian Anderson	319
Ed Fleming	309

1981 NMRA Final Point Standings

TOP FUEL	
Bo O'Brochta	3942
Jim Bernard	2663
Wayne Davis	2176
Terry Vance	2172
Russ Collins	1521
Sam Wills	1146
Larry McBride	839
Dennis Sargent	710
Marion Owens	703
Chris Hand	605
FUNNY BIKE	
Vince Santangelo	3440
Terry Kizer	2840
Jon Baogh	2568
Jim Yodock	1932
Ray Price	1459
Ken Landwher	1316
Ken Blackburn	1267
Mike Bruso	1191
Robert Lytton	1011
Steve Lukos	815
SUPER MOD	
Mike Phillips	2528
Joe Yeager	2122
Joe Koenig	1116
Frank M. Giordano	1114
Leon Van Dengergher	606
POR STK	
Terry Vance	5008
Mike Keyte	3785
Bob Carpenter	3475
John Mafaro	2627
Randy Mason	2327
Marc Walker	1716
Joe Folgore	1618
Steve Tartaglia	1119
Cedric Johnson	1011
John Sachs	806
PRO COMP	
Rick Stetson	2637
Steve Molitor	1830
Geoff Masters	1521
Duane Wilson	1419
Rick Gero	1380
Von Johnson	1119
Gary Godwin	1119
Mike Paglia	606
Jeff Reel	404
Jessee Gatlin	306
COMP	
George Bryce	2539
Nick Silverstone	1515
Pete Mahler	1331
Martin Blades	1219
Don Anderson	1213
Jack Ragan	1210
James Asadoorian	1116
Danny Voak	1105
J.J. Jackson	970
Ron Knapp	923
STK	
Tom Faucher	2038
Vic Force	2031
Frank Jones III	1926
Roger McPhail	1332
Mark Garland	1018
Ralph Romeo	1012
Wes Nyce	919
Pee Wee Gleason	828
Roger Spencer	813
Dennis Guth	512
MOD	
Lance Boyer	3249
Jim Dodich	2423
Paul Gast	2261
Ed Warren	1629
John Griego	1453
Steve Drake	1446
Kevin Gilham	1425
Gary Russell	1315
Robin Miller	1304
Robert Marsden	1249
COMBO	
Tom Anglessy	1408
Jeff Johnson	1333
Vic Force	1239
Mike Poole	1235
Joe Miceli	901

Wolf Creek MX Rio Vista, TX Jan. 24, 1982 By Charlie Weise

MICRO MINI	
Eric Alstrin	Yam
Charlie Winn	Yam
Travis Motley	Suz
MINI JR	
Clay Branch	Suz
Roy Schellenberger	Yam
Brian Mercer	Yam
MINI SR	
Brandyn Ready	Kaw
Jason Upshaw	Yam
Keith Foytik	Suz
OVER 30 INT	
Jim Smith	Yam
Jimmy Henzler	Suz
Steve Eeds	Hon
OVER 30 EX	
Randy Long	Yam
Dudley Gage	Yam
Cody Williams	Yam
100	
Larry McClish	Yam
Chris Paker	Suz
Craig Allen	Suz
125 NOV A	
Chad Calvert	Kaw
Randy Smith	YAm
Don Frieden	KTM
125 NOV B	
Brent Carrizales	Yam
Larry McClish	Yam
250 NOV A	
Curt Phillips	Yam
Kent Spencer	Yam
Sean Searcy	Suz
250 NOV B	
Ty Carter	Yam
Randy Smith	Yam
Phil Bird	Suz
BEG	
Mike Dajda	Kaw
Ricky Bird	Hon
Craig Wood	Suz
OPEN NOV	
Shane Beavers	Suz
Danny Herrin	Hon
Bob Thurman	Hon
125 INT A	
Mark Filler	Suz
Ross Duncan	Yam
Brent Carrizales	Yam
125 INT B	
Bryan Abernathy	Kaw
Russel Brown	Yam
Mark Dawson	Suz
125 EX	
Randy Sullivan	Yam
Clay Hoenshell	Yam
Shan Niday	Kaw
250 INT A	
Skipper Beavers	Suz
Randy Squier	Hon
Russel Brown	Yam
250 INT B	
Mark Filler	Hon
Randy Willis	Yam
Marty Layland	Yam
250 EX	
Craig Riddle	Hon
Tim Butler	Yam
Dennis Hawthorne	Hus
OPEN INT	
Eric Berg	Yam
Brent Dodson	Yam
Matt Bracken	Yam
OPEN EX	
Clay Hoenshell	Yam
Mark Rakestraw	Yam
Randall Tarter	Mai

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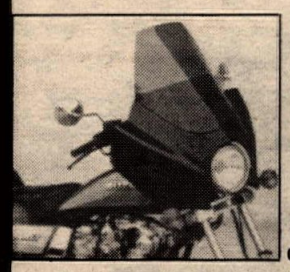

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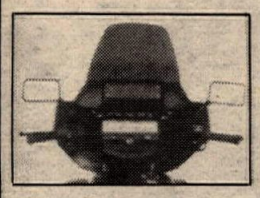

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5/2	M/San Jose, CA
5/8	H-M/Gardena, CA
5/16	M/Springfield, IL
5/21-24	RR/Elkhart Lake, WI
6/5	H-M/Louisville, KY
6/12	H-M/Harrington, DL
6/19-20	RR/Loudon, NH
6/26	H-M/Knoxville, TN
7/3	M/Indianapolis, IN
7/11	RR/Monterey, CA
7/16	TT/Santa Fe, IL
7/24	M/DuQuoin, IL
8/8	RR/Mt. Pocono, PA
8/13	ST/Santa Fe, IL
8/15	TT/Peoria, IL
8/22	H-M/Tulsa, OK
8/21-22	RR/Sonoma, CA
8/28-29	M/Indianapolis, IN
9/4	H-M/Hamburg, NY
9/12	M/Syracuse, NY
9/19	M/San Jose, CA
9/25	H-M/Gardena, CA

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4/24-25	Pontiac, MI
5/8	Kansas City, MO
7/17	Los Angeles, CA
TBA	San Diego, CA

AMA National Motocross Series

3/28	Sacramento, CA/125-250
4/4	Orange, CA/125-250
4/18	Lake Whitney, TX/125-250
5/2	St. Petersburg, FL/125-250
5/16	Southwick, MA/250-500
5/30	Mt. Morris, PA/250-500
6/6	Atlanta, GA/250-500
6/13	Castle Rock, CO/250-500
6/27	Binghampton, NY/125-500
7/4	Buchanan, MI/125-500
8/8	Washougal, WA/125-500
8/22	Carlsbad, CA/125-500

AMA Trans-USA Motocross Series

9/26	Lexington, OH
10/3	Buchanan, MI
10/10	Unadilla, NY
10/17	Houston, TX
10/24	Sacramento, CA

AMA Superbike Road Race Series

3/5	Daytona Beach, FL
3/14	Talladega, AL (Pro-Am)
4/18	Riverside, CA
5/16	Sonoma, CA
5/22	Elkhart Lake, WI
6/19	Loudon, NH
7/10	Monterey, CA
7/18	Seattle, WA
8/1	Lexington, OH
8/21*	Sonoma, CA
9/12*	Seattle, WA (Pro-Am)
10/3	Daytona Beach, FL (Pro-Am)

* Tentative

AMA/Budweiser Grand Prix Endurance Road Race Series

4/17-18	Riverside, CA
5/15-16	Sonoma, CA
7/17-18	Seattle, WA
7/31-8/1	Lexington, OH
8/14-15	Elkhart Lake, WI
10/9-10*	College Station, TX

* Tentative

AMA National Enduro Schedule

Eastern Region

5/30	Columbus, OH
8/15	Brooktondale, NY
11/7	Cadiz, KY

Central Region

4/25	Sterling, IL
8/22	Lansing, MI
9/5	Waukee, IA
10/3	Evansville, IN

Western Region

5/2	Crescent City, CA
5/9	Alamo, CA
5/16	Redding, CA

AMA One-Day Qualifier Series

3/7	Tulsa, OK
3/14	Post, TX
3/28	Tellico Plains, TN
4/4	Maplesville, AL
4/18	Athens, OH
5/23	Rose City, MI
5/30	Jacksonville, OR
6/6	McMinnville, OR

National Drag Race Schedules

AMA/Dragbike!

3/5-6	Orlando, FL
4/18	Palmdale, CA
4/24-25	Jackson, TN
5/15-16	Fremont, CA
6/5-6	Buffalo, NY
6/19-20	Tulsa, OK
7/10-11	Rockford, IL
7/17-18	E. Irvine, CA
7/31-8/1	St. Louis, MO
8/TBA	Belle Fousche, SD
9/4-5	Syracuse, NY
9/11-12	Columbus, OH
9/25-26	Commerce, GA
10/30-31	Las Vegas, NV
11/6-7	Houston, TX
11/20-21	Gainesville, FL

IDBA

4/10-11	Gulfport, MS
5/15-16	TBA
6/12-13	Louisville, KY
8/14-15	Cleveland, OH
10/9-10	Gulfport, MS

NMRA

3/13-14*	Gainesville, FL
4/24-25**	Atlanta, GA
5/1-2	Gainesville, FL
5/22-23	Epping, NH
5/29-30*	Baton Rouge, LA
6/12-13*	Columbus, OH
6/26-27	East Haddam, CT
7/3-4***	Montreal, Canada
7/17-18***	Englishtown, NJ
7/31-8/1	Irvine, CA
8/7-8	Fremont, CA
8/14-15***	Martin, MI
9/4-6**	Indianapolis, IN
10/2-3	Atco, NJ
10/16-17**	Irvine, CA

* Pro Stk. only
** Top Fuel only
*** Fun. Bike only

SCORE/Pernod Race Schedule

3/26-28	San Felipe 250 San Felipe, Baja California, Mexico
6/4-6	Baja Internacional Baja California, Mexico
8/6-8	Off Road World Championship Riverside Int'l. Raceway Riverside, CA
11/3-6	Baja 1000 Baja California, Mexico

World Championship Road Race Series

3/28	Argentina
5/2	Austria
5/9	France
5/23	Spain
5/30	Italy
6/26	Holland
7/4	Belgium
7/18	Yugoslavia
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	San Marino
9/26	Germany

World Championship Endurance Road Race Series

5/16	Italy
6/13	Germany
6/20	Austria
7/17-18	Spain
8/1	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

World Championship Motocross Series

125cc

3/28	Holland
4/4	Belgium
4/25	Austria
5/2	Italy
5/9	Yugoslavia
6/6	Switzerland
6/20	Czechoslovakia
7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden
8/15	Spain

250cc

4/18	Switzerland
4/25	Spain
5/9	Belgium
5/16	Czechoslovakia
5/23	Poland
6/6	France
6/13	England
7/4	Holland
7/18	Russia
8/1	NEW BERLIN, NY
8/22	Finland
8/29	Sweden

500cc

4/25	France
5/2	Holland
5/9	Sweden
5/16	Finland
5/23	Austria
6/6	Italy
6/13	Germany
6/20	CARLSBAD, CA
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

4/4	Italy
4/18	France
5/23	Holland
6/6	Belgium
7/11	England
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

World Championship Trials Series

3/7	England
5/16	Italy
5/23	France
5/30	Germany
6/6	Austria
6/20	Canada
6/27	NORDEN, CA
9/5	Finland
9/11	Sweden
9/19	Poland

World Speedway Championships

8/15	Team White City, England
8/28	Individual LOS ANGELES, CA
12/11	Pairs Liverpool, Australia

Other Major U.S. Events

10/31	The Superbikers Carlsbad, CA

Other Major Events Abroad

3/13-14	Individual Ice Racing World Final Germany
6/5-11	Isle of Man TT Isle of Man
7/4	Vila Real TT Portugal
8/21	Ulster GP & TT Ireland
9/5	Trophee des Nations Germany
9/12	Motocross des Nations Switzerland
9/19	Coupe des Nations Italy
9/19	World Long Track Championship Korskro, Denmark
9/20-25	ISDE Povaska Bystrica, Czechoslovakia

National Road Runs

5/28-30	National Championship Field Meet Great Bend, IN
9/4-5	National Championship Poker Run Binghampton, NY

9/11-12	Eastern Championship Timed Road Run Hazlet, NJ
TBA	Western Championship Timed Road Run Open
11/27	Cycle News Barstow to Vegas Poker Run Barstow, CA — Las Vegas, NV

EVERY WEEK

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. 50—Open separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets/OT. 30% trophies, 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4, jrs. $3, 8-12 $2. CMC lic. req., avail. @ track. Info 415/651-2545.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini-Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento, Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50 S on Bradshaw Rd., E on Jackson, N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th St. Race 8 p.m. Info 713/482-7593.

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee — Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Fery St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission $5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Racers, Inc. Info 213/672-1814.

March 5

SPRING CLASSIC SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. Racing starts 8 p.m. Tickets avail. @ Ticketron. International Speedway, Inc. Info 714/492-9933.

March 6

OLD TIMERS MOTOCROSS
Saddleback Park, Orange, CA. All OT classes, 30% trophies. Memb. open, must be 40+ to join. Gates open 7 a.m., prac. 8:30. Entry $12. OT MX Assn. Info 714/968-8775 (Dick Frampton, pres.), 496-8779 (Dennis Rosenberg).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, take Theodore off-ramp. All classes inc. ATC/Ody, 30-min. motos. Sign up 7:30 a.m., prac. 8:30, race 9:30. Info 714/653-8068.

D-36 SHORT TRACK
Bolado Park, Hollister. Mini & Sptsmn.-500cc. S... Ex. Semi-pro class only. ... Open 5:30 p.m., prac. 6:30, ..., $10, Semi-pro $15 ($11 p...). Monterey Bay Rams M.C. Info 408/394-8225 (Robert Rosa).

CHANGED TO MONTEREY

GRANTS PASS INDOOR SHORT TRACK
Josephine County Fairgrounds, Grants Pass, OR. 60-Open + OT, Youth & Pro $, 100% p.b. Sign up 6 p.m., prac. 7, race 8. Entry $5, Pro $10, R&B Racing. Info 503/ 476-4404 (Rich Word).

March 7

SPRING CLASSIC SPEEDWAY
Inland Motorcycle Speedway, National Orange Showgrounds, San Bernardino, CA. I-10 E to 15E, off on Orange Show Rd. exit, left on Arrowhead. 1st Div. only. Americans from abroad & U.S., Bruce Penhall returns. Gates open noon, race 2. Admission $7, 6-12 $3.50, under 5 free. Info 213/446-0969, 2241 (Kay Rutherford).

PRO LEPRECHAUN GRAND PRIX
Riverside Int'l. Raceway, Riverside, CA. Hwy. 60 E of town, take Day St. exit S. Nov./Jr. Pro/Pro/30/38. 70% Pro p.b. O/N camping. Nov./Jr. Pro prac. 8 a.m., Pros noon; Nov. race 8:45, Jr. Pro 10:30, Pros 1. Mail entry $20, post $25; Jr. Pros $25/$30; Pros $50/$60. Professional Racing Organization. Info 714/531-7158 (Vern Heth).

D-36 MOTOCROSS
Sears Point Int'l. Raceway, Sonoma, CA. 30 mi. N of Golden Gate Bridge, Hwys. 37 & 121. All classes inc. Beg./Dinosaur/Women, bonus trophies, 100% Ex. p.b. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $10, Pros/Ex. $15, gate $4. SPIR. Info 707/938-8448 (Jack Williams).

WASHOUGAL AMATEUR GRAN PRIX
Washougal MX Park, Washougal, WA. 125/200/250/Open A & B, Pros, OTH & OT; medals to winners, 100% finisher pins. 4-hr. races on 7-mi. course inc. part of MX track run backwards. GP-type start, no # necessary, O/N camping Sat. Gates open 7 a.m., sign up 8, race 10. Entry $10, watch $2. Northwest MX Ent. Info 503/620-5301, 472-2475 (Action OZ).

NMA/KAWASAKI WINTER NATIONALS
Blythe Raceway, Blythe, CA. 50-250cc, minis through 16, motorcycles through 21. 30% trophies, p.b. to Pros. Memb. req. Gates open 6:30 a.m., prac. 8, race 9:30. For entries & info call 213/868-8112.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. M/C Tire Works $2000 race, $1000 Pro cash, $1000 Sptsmn. gift certificates + 30% trophies. All classes. Post entry only $12, Pros $17. Info 213/830-7519.

OUTLAW 100 DESERT RACE
Silver City Rd., Murphy, ID. Hwy. 78 E of town, follow signs. All classes inc. Minis, 30% Nov. trophies, 50% Ex. trophies, $100 1st o/a, $50 1st Open/250/125 or 200. SIDRA pts. Closed course, three 35-mi. loops. Sign up 9 a.m., race 11. Entry $18, Ex. $20, Minis $10. Owyhee Outlaws M.C. Info 208/888-2658, 467-5975 (John Hunter).

ROLLAND UNCATHER BENEFIT MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. Take Palm Ave. exit 7 mi. N of town on Hwy. 15E. All classes inc. Vets & ATV. gates open 7 a.m., prac. 8, race 9:30. Entry $10, Pros $15. No memb. req. IRA. Info 714/689-2999, 6114.

D-36 TT SCRAMBLES
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E to Hills Ferry Rd., left to track. Classes to inc. Vet/OT. Front brake recommended, not req. Gates open 10 a.m., prac. 11, race noon. Entry $10, watch $4, 6-11 $1. Hot-Line Promotions. Info 415/489-6625 (Ken Birchfield).

D-36 MOTOCROSS
"E" St. track, Marysville, CA. Under Hwy. 70/Yuba River Bridge. All classes inc. Vet/OT, rain or shine, sheltered pits, Parts in the Pits, concessions, free camping. No pit riding/riding day bfr. race. Gates open 6 a.m., sign up 6:45, prac. 7:45, race 9. Entry $15, Ex. $5 + $15 to purse, watch $4, 6-12 $1. Marysville Motocross. Info 916/695-2727 (Charlie Sexton), 2088 (Milt Emery).

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

CARLSBAD AMATEUR MOTOCROSS & TT
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 8 mi. to track. All MX classes inc. OT/Vets/4-stroke/Sidecars; 250/Open TT inc. 125/200/250/Open ATC & Ody. 6 make a class. MXers race on USGP track, TT on Superbikers dirt track. Gates open 6 a.m., prac. 8:30, race 10. Entry $9 AMA memb., $11 non-memb., memb. not req. No Pros. Info 714/749-8597, 661-4189 (Cliff Carr).

CMC MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes incl. ATV/Ody. Gates open 6 a.m., sign up 7-9, race 11. Entry $14, Ex. $15 + $5, watch $4. Info 415/634-3328, 798-5695 (Tom Anderson).

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.m.). Info 213/881-5778.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

CONROE MOTOCROSS
Conroe MX Park, Course, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. ride 1 p.m. Entry $8, Ex. $15, gate $4. Info 713/ 756-4114 (Conroe Suzuki), 273-2336 (track).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open seven days. Info 714/653-8068, 5048, 7979.

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AT INDIAN DUNES

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CRC
RACE SCHEDULE

Mar. 7—MOTOCROSS
Indian Dunes - M/C Tire Works Day

Mar. 14 — MOTOCROSS
Saddleback

Mar. 21—GRAND PRIX
Magic Mountain G.P.

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SAT	MAR. 6	ODYS, 3 WHLRS	Corona
FRI	MAR. 12	MOTOCROSS	Corona
SAT	MAR. 13	FT, ½ MI, ¼ MI	Corona
FRI	MAR. 19	MOTOCROSS	Corona
SAT	MAR. 20	ODYS, 3 WHLRS	Corona

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PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Ex. $15, admission $4, under 12 $2. Phoenix Supercross Raceway, Inc. 602/867-4769.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/ 245-4693.

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. $12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

March 13

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, take Theodore off-ramp. All classes inc. ATC/Ody, 30-min. motos. Sign up 7:30 a.m., prac. 8:30, race 9:30. Info 714/653-8068.

D-36 SHORT TRACK
Bolado Park, Hollister, CA. Mini & Sptsmn.-500cc, Sptsmn. Semi-pro class only. Gates open 5:30 p.m., prac. 6:30. Entry $10, Semi-pro $15 ($11 p.b.), Monterey Bay Rams M.C. Info 408/394-8225 (Robert Rosa).

CHANGED TO MONTEREY

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

CMC HURON SWEEPSTAKES MOTOCROSS
Huron Cycle Park, Huron, CA. From L.A. — N on I-5 to 269 Huron exit; from Sac. — S on I-5 to 198 exit, signs to Hron & track. All classes inc. 3-wheelers/OT/Vets, 125% Pro p.b., 30% trophies, Sweepstakes races, add'l. 3 ft. sweepstakes trophy to winner of ea. sweep. class. Concessions, Parts in the Pits, free O/N camping. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Pros $15, gates $4. Info 209/945-2664 (Rick Worth).

ON 31

RACE OF AZ SHORT TRACK & TT
Canyon Raceway, Phoenix, AZ. 8½ mi. W of I-17 on Carefree Hwy. Nov.-Ex. + ATC 125/200/Open/Mod., 33% trophies, 65% Ex. p.b. Gates open 9:30 a.m., prac. 10:30, race noon. Entry $10, Ex. $14, gate $4. Info 602/843-1124, 993-9236, 938-2618.

March 14

NMA/KAWASAKI WINTER NATIONALS
Arroyo Cycle Park, San Bernardino, CA. 50-250cc, minis through 16, motorcycles through 21. 30% trophies, p.b. to Pros. Memb. req. Gates open 6:30 a.m., prac. 8, race 9:30. For entries & info call 213/868-8112.

AMA ONE-DAY RELIABILITY TRIAL
Post, TX. 40 mi. SE of Lubbock on U-Lazy-S Ranch, 6 mi. S of town on FM Hwy. 669. Two 35-mi. loops; A/B/Intent ride ea. loop twice, C ride 3 loops. Mostly open fast trail + special tests. 2 gas stops abt. ½ mi. apart. Working lights/spark arrestors/3 # plates req. Impound 2-8 p.m. Sat., riders mtg. 6 p.m. Entry $25, must be postmarked by 3/7. Post Enduro Assn., Inc. Info 806/793-2551 (days), 794-4644 (nights, George McMahan).

D-36 PUBIC HARE SCRAMBLES
Hollister Hills ORV Park, Hollister, CA. 125/250/Open/Vet/OT, finisher pins, trophies. O/N camping. Spark arrestors req. Sign up 7:30 a.m.-12:30 p.m., Am/Ex. race 9:30-noon, Nov. race 1-3:30. Entry $16. Los Gatos M.C. Info 408/264-9057 (Larry Garcia).

MABTON MOTOCROSS
Mabton Dunes MX, Mabton, WA. 2 mi. W of town on Hwy. 22. All classes, 30% trophies, 100% Pro p.b. Track is sandy & rough, no rocks. Gates open 7 a.m., prac. 9-10. Entry $10, Pros $15, gate $2, 12 & under $1. Squisher Racing. Info 509/837-8203 (Pat Jaquish).

CRC BOBCAT FAMILY ENDURO
Red Mountain, CA. Two 35-mi. loops, only Women/Minis/C-16 go one loop. CRC pts., finisher pins, 20% trophies. Start 8 a.m. Info 714/689-6114 (days).

ATA TRIALS SCHOOL
Lake Morena, CA. I-5 S to 805 S to 8 E past Alpine, exit Buckman Springs Rd. (S1), turn rt., follow signs. Free school, USFS spark arrestors req., free camping. Fun trial for all classes will follow school. Start 9:30 a.m. San Diego Trials Riders. Info 714/449-5415 (Anthony), 276-9349 (Kay).

CYCLELAND MARATHON
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. 99E & Gage Shippee Rd. All classes inc. PP/OT/Ody/3-wheeler, 20% trophies. dbl. trophies for 2-man teams. Track approx. 2 mi., open trac., no prac./pit riding/rider insur. Clear #s on helmet must match bike #s. 1st sign up 7-8:15 a.m., 1st race 8:30-10. Entry $10, Watch $3.50, under 6 $1. Moural Associates. Info 916/342-4216, 0063.

D-36 MOTOCROSS
Redding Municipal Airport, Redding, CA. I-5 to town, E on U.S 44, rt. on Airport Rd., left on Rancho, rt. on Old Oregon Track Rd. All classes. Gates open 6:30 a.m., prac. 7:30, race 9. Entry $15, Semi-pro $15 + $5, watch $4. Moto One, Inc. Info 916/221-3118, 243-4500 (Bud Fleming).

TEXAS SHORT TRACK/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM730 N, then to FM2048 W & follow signs. Astrodome replica track. Mini thru Open classes, Am. & Pro, plus 3-wheelers (TT only). Gates open 10 a.m., prac. 11:30, race 1 p.m. 817/433-5599 (Mike Kidd).

OLD TIMERS MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All OT classes, 30% trophies, 2 long motos. Memb. open, must be 40+ to join. Gates open 7 a.m., prac. 8, race 9. Entry $10. OT MX Assn. Info 714/968-8775 (Dick Frampton, pres.).

D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2nd of 3-race series, $4000 Am. prizes, 100% Ex. p.b. All D-37 classes. Gates open 7:30 a.m., race 9:30. Entry $14, Pros $20. Info 714/245-7339.

SAND HILL MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 200/250/Open classes, 1½-hr. races. Gates open 7 a.m., sign up 8, race 10-11:30. Entry $14, watch $4. Info 415/634-3328, 798-5695 (Tom Anderson).

D-36 JAMMERS JAMBOREE MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 E from town, S on Prairie City Rd., Rt. on White Rock Rd., 1.5 mi. to park entrance on left, Blue Oak track. All classes inc. Women, championship pts. to Ex. AMA & D-36 rules, cards req. (avail. @ track). No pit riding/bicycles. Free O/N parking. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $15, Ex. $15 + $5, watch $4, 6-12 $1. Sacramento Jammers M.C. Info 916/961-3083, 392-6153, 967-3949.

MMA MOTORCYCLE SWAP MEET
Cow Palace, San Francisco, CA. Live band, food, drinks. 10x10 space $20, 2/$35, gen. admission $3.50. Open 8 a.m. to sellers, 11 gen. adm., close 4:30 p.m. No pets or guns allowed. MMA Special Events Division, P.O. Box 1576, Pacifica, CA. 94044.

D-37 HARE & HOUND
Johnson Valley, Anderson Dry Lake, CA. All classes, two 40-mi. loops (tough but fun). Start 9 a.m. Entry $15. Invaders M.C. Info 714/524-1205 ext. 255 (Joe Turnbaugh).

KMSA MARCH HARE SCRAMBLES
Wichita Jeeps M.C., Wichita, KS. I-135 exit 19, 7 mi. N of town @ 101 St. & Broadway. All classes inc. PP/Old Man/Street Legal /3-wheelers, 40% trophies, 100% rider fee. Gates open 10 a.m., 1st race noon. Entry $6, gate $3.50. Info 316/744-2838 (Syd Schofield).

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $12, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classses. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

CANYON MOTOCROSS
Canyon Raceway, 99th Ave. & Carefree Hwy., Phoenix, AZ. Carefree Hwy. 8½ mi. W of I-17. Pee Wee-Open + OT, possible 4-stroke class, 33% trophies through 5th, 100% Ex. p.b. (33% of class through 5th). Gates open 7 a.m., prac. 9. Entry $10, Pee Wee $7, Ex. $14, gate $4, under 12 $2, bike fee $5 (deducted @ sign up). AMA sanc. Info 602/583-0575 (Tom Timmons), 795-2238 (Ron Keyes).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 80% Pee Wee trophies. Entry $9, Pros $13, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups (45/weekend). Entry $8, Ex. $10, gate $4. Info 817/427-4771.

March 19

CALIFORNIA SUPERBIKE SCHOOL
Riverside Int'l. Raceway, Riverside, CA. Hwy. 60 E of town, rt. at Day St. exit to track. Taught by Keith Code, track time on GPz550 inc. Fee inc. leathers, helmet, gloves, boots & bike. Advance reservations req. Info 213/484-9323.

March 20-21

WEEKEND OF CHAMPIONS MOTO—CROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. CMC dbl. pts. All Jr. & Int. race Sat., prac. 8 a.m., race 8:45. Entry $20. All Ex. + Vet/OT race Sun., prac. 8, race 9. Mail entry $35 (must be rec'd. by 3/18), post $40. $1550 Pro purse. Info 415/634-634-3328, 798-5695 (Tom Anderson).

March 20

CALIFORNIA SUPERBIKE SCHOOL
Willow Springs Raceway, Rosamond, CA. Advanced school. Fee inc. leathers, helmet, gloves, boots & GPz550. Advance reservations req. Info 213/484-9323.

D-36 SHORT TRACK
Bolado Park, Hollister, CA. Mini & Sptsmn.-500cc, Sptsmn. Semi-pro class only. Gates open 5:30 p.m., prac. 6:30. Entry $10, Semi-pro $15 ($11 p.b.), Monterey Bay Rams M.C. Info 408/394-8225 (Robert Rosa).

CHANGED TO MONTEREY

WILLAMETTE INDOOR SHORT TRACK
Benton County Fairgrounds, 110 S.W. 53rd S., Corvallis, OR. Mini-Open Am. classes, 250 & 500cc Pros. Knobbies allowed below 200cc. Sign up 6 p.m., prac. 7, race 8. Entry $5, Pros $10, watch $3, pit pass $4. Willamette Valley Cycle Club. Info 503/753-0566, 472-7523.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, take Theodore off-ramp. All classes inc. ATC/Ody, 30-min. motos. Sign up 7:30 a.m., prac. 8:30, race 9:30. Info 714/653-8068.

March 21

8-HR. CROSS COUNTRY ENDURANCE RACE
Casper, WY. NW of town on U.S. 20/26 to Zero Rd., SW 7.5 mi. & follow signs. 125/200/250/Open/3-wheel, trophies to top 3 ea. class. Loops approx. 25 mi., 2 riders/team. Sign up noon-6 p.m. Sat., 6-7:30 a.m. Sun., riders mtg. 7:30, race 8. Mail entry $30 (deadline 3/10), post $40. Mail entries to: High Plains Drifters M.C., c/o Dennis Scott, 1536 E. 4th St., Casper, WY 82601. Info 307/265-5719 (after 7 p.m., Dennis Scott), 9444 (Eddie Bright).

IRA MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. Take Palm exit 7 mi. N of town on Hwy. 15E. Malcolm Smith MX Series, $1500 in MS Prod. gift certificates ea. race day. All classes inc. Vets & ATV. Gates open 7 a.m., prac. 8, race 9:30. Entry $10, Pros $15. No memb. req. Info 714/689-2999, 6114.

D-36 MOTOCROSS
"E" St. track, Marysville, CA. Under Hwy. 70/Yuba River Bridge. All classes inc. Vet/OT, rain or shine, sheltered pits, Parts in the Pits, concessions, free camping. No pit riding/riding day bfr. race. Gates open 6 a.m., sign up 6:45, prac. 7:45, race 9. Entry $15, Ex. $5 + $15 to purse, watch $4, 6-12 $1. Marysville Motocross. Info 916/695-2727 (Charlie Sexton), 2088 (Milt Emery).

D-38 BUSH BUNNY ENDURO & POKER RUN
Plaster City, CA. Near El Centro. Enduro abt. 75 mi., 20% trophies, finisher pins. Poker run abt. 20 mi., $2000 prizes, finisher pins, 1st prize an '82 ATC110. All classes inc. ATVs. Start 8 a.m. Entry $17 enduro, $13 poker run, $22 both, post add $3, mail entry closes 3/14. Bush Eaters M.C., 6343 Boulder Lake Blvd., San Diego, CA 92119. Info 714/275-1823, 463-8848, 489-0228.

D-37 MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. E of Riverside on Hwy. 60, take Theodore off-ramp. Last of 3-race series. All D-37 classes, $4000 Am. prizes, 100% Ex. p.b. Gates open 7 a.m., prac. 8:30, race 9:30. Entry $14, Pros $20. Park open 7 days. Info 714/653-8068.

CRRC ROAD RACE
Oakhill Raceway, Henderson, TX. Take I-20 to I-259 into town. Prod./Mod. Prod./Formula classes, trophies to 3rd. Prac. Sat., race Sun. noon. Entry $20 1st, 2nd-4th class $10, 5th on free. Info 817/497-2158 (Dianne Darley).

D-37 SHORT TRACK
Indian Dunes, Valencia, CA. 2 mi. W of I-5 on Hwy. 126, take Ventura off-ramp. Mini-Open + Speedway & Sptsmn. Class C trac. req. Gates open 7 a.m., sign up 7:30, prac. 8:30, race 9:30. Entry $5, big bikes $6, watch $4, 6-13 $3, under 6 free. Lightweights M.C. Info 714/771-3809 (Jerry Ambrose).

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes + Women if enough. Parts in the Pits, concessions. No rider med. insur./pit riding/dogs. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $15, Semi-pro $15 + $5 park fee, watch $4. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

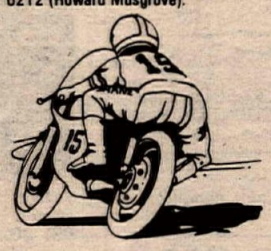
CARLSBAD AMATEUR MOTOCROSS & TT
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 8 mi. to track. All MX classes inc. OT/Vets/4-stroke/Sidecars; 250/Open TT inc. 125/200/250/Open ATC & Ody. 6 make a class. MXers race on USGP track, TT on Superbikers dirt track. Gates open 6 a.m., prac. 8:30, race 10. Entry $9 AMA memb., $11 non-memb., memb. not req. No Pros. Info 714/749-8597, 661-4189 (Cliff Carr).

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd. 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry $8, Ex. $12. Harlingen MX Assn. Info 512/428-3895.

CMC MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% cash p.b. to Vet Ex., CMC Pro pts. Memb. only. Gates open 7:30 a.m., race 9:30. Free O/N parking. Info 714/245-7339, 246-6109, 557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes inc. 4-stroke. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry $12 Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).



Road Runs

March 7

ROAD CRUISERS OF SAN DIEGO 25TH ANNIVERSARY TOUR
South Bay Yamaha, 1 West 35th St., National City, CA. Sign up 8-10 a.m. Info 714/449-4133.

March 14

SUNRISE TO SUNSET POKER RUN
Honda-Kawasaki of Las Vegas, Boulder Hwy., Las Vegas, NV. Bikes, trikes & sidecars. Pins, trophies, steak fry & pig roast, entertainment, refreshments, 50/50 drawing by GWRRA, mystery drawings. 1st hand wins $400 cash. Entry $6, pre-registrations qualify for $100 cash drawing. Sign up 7-9:30 a.m. Mail entry deadline 2/14. Freedom Rider, 2586 Meadows Ave. #D, Las Vegas, NV 89101. 702/361-2298.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print all information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

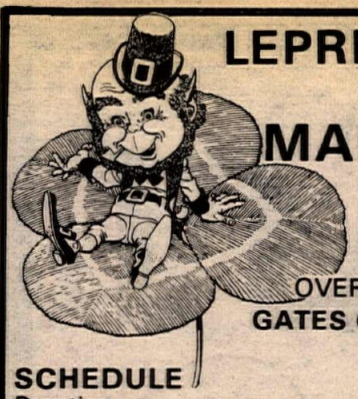
Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____



LEPRECHAUN G.P.
MARCH 7th
Riverside RACEWAY
OVERNIGHT CAMPING
GATES OPEN 4:00 P.M. SATURDAY
GATE FEE
Juanita

PRO PROFESSIONAL RACING ORGANIZATION

INFORMATION: (714) 531-7158

SCHEDULE
Practice
8:00 JR PRO-NOVICE
8:45 1½ hr-jr pro
Practice
12:15
ALL PROFESSIONALS
1:00 2½ hr PRO RACE

20% TROPHIES
70% PAY BACK
ALL RACERS MUST HAVE PRO MEMBERSHIP
$15. yearly

SPONSORED by PROFESSIONAL RACING ORGANIZATION

MAIL CHECK—ENTRY—2 SELF ADDRESSED STAMPED 9 INCH ENVELOPES TO:
PROFESSIONAL RACING ORGANIZATION, INC.
PRO
15635 Brookhurst Suite 10
Westminster, CA 92683

SHOEI
BILL WALTERS LEATHERS

ENTRIES

	mail	Post
PRO	$50	$60
JR PRO	25	30
NOVICE	20	25

NAME _____ AGE _____ SEX: M F
ADDRESS _____ PHONE _____
CITY _____ STATE _____ ZIP _____
BIKE MAKE _____
SPONSOR _____
CLUB _____
BIKE SIZE 125cc 250cc open
SIGNATURE OF ENTRANT _____
DATE _____

RIDING CLASS — CHECK ONE ONLY
☐ PROFESSIONAL — Ride for cash
☐ JR. PRO — Ride for contingencies
☐ NOVICE — Ride for trophies

CHECK IF APPLICABLE
☐ CLASS 30 - 30 years and over
☐ CLASS 38 - 38 years and over

OFFICIAL USE
FILE NO.

WAIVER IDENTIFICATION AND RELEASE OF LIABILITY
and agreement relating to THE PROFESSIONAL RACING ORGANIZATION and all SPONSORS and contingent DONERS.
I, the undersigned, do hereby certify that I posess the necessary skills and physical endurance for this event and do hereby for myself, my heirs, executors, and assigns, release, remise and forever hold harmless the PROFESSIONAL RACING ORGANIZATION and it's Officers, Agents, Employees, Sponsors, and Donors from any claim or claims, of any nature including supposed negligency on the part of PRO, its officers, agents, employees, sponsors and donors. This includes any claims or demands resulting in injury, death or damage of property.
I HAVE READ THE FOREGOING WAIVER AND FULLY UNDERSTAND AND AGREE.
IF UNDER 18 NOTORIZED SIGNATURE OF PARENT OR GUARDIAN _____

Arroyo CYCLE PARK
March 7
Rolland Uncather Benefit MX
Gates open 7:00
Practice 8:00
1st Race 9:30
Motorcycles and A.T.V.s
Info (714) 689-2999 or (714) 689-6114
Gate Fee $6.00 per bike
$3.00 per spectator
Entry Fee $10.00 Sportsman
$15.00 Pro
30% Trophies & Cash to Pros
No Membership Required

Advertising That Works

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
Mar. 14-28 INDIAN DUNES
Mar. 7-21 SPROCKETS PARK
AME P.O. BOX 3421, RESEDA (213) 881-5778

March 19
Indoor Motorcycle Swap Meet
Orange County Fairgrounds
24 Hour Info (714) 498-9226

AMA DISTRICT 38 "WHERE THE DESERT RACER RATES!"
DIP RIDERS
HA SCRAMBLES CANCELLED
Sun. Mar. 7
at Ocotillo Wells
INFO: (714) 427-5759 Anytime!
DETAILS IN THE CALENDER SECTION

NMA
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA P.O. BOX 46 NORWALK, CA 90650 213-868-8112
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE — MOTORCYCLE MOTOCROSS

Wiseco PERFORMANCE PISTONS
Pistons
2-Stroke/4-Stroke
Huge Inventory
Call Toll-Free
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Other states 800-423-5120
Racecrafters 213-999-2811
7801 Canoga Ave., Canoga Park, CA 91304

SUPERBOWL OF MOTOCROSS
L.A. COLISEUM
SATURDAY, JULY 17
Stadium Motorsports Corporation
P.O.Box 1523, Laguna Beach, CA 92651
Questions? (714) 494-9484

WANT ADS

Help Wanted

HONDA MECHANIC
Must be experienced on all models and have own tools. Call Doug Seamans (213) 766-6134. (207/8)

Experienced Honda Parts Counterperson
Hard work, long hours, low pay, MEAN BOSS!! PACIFIC COAST HONDA-SUZUKI, (213) 326-3831, ask for Brian. (208)

Mechanic Wanted
Experienced Honda mechanic. WARREN WILSON MOTORS, 9000 Sepulveda Blvd., Sepulveda, CA 91343. (213) 894-9218. San Fernando Valley. (208/11)

Kawasaki Mechanic
We are looking for an experienced Kawasaki mechanic with a minimum of 5 years experience. Apply in person, LONG BEACH YAMAHA/KAWASAKI, 4200 E. Pacific Coast Hwy., Long Beach, CA. (207/10)

Wanted Kawasaki Parts Manager
Must ahve 4 years experience with Kawasaki parts, must be an aggressive self starter. Salary, commission, vacations, holidays. COVINA KAWASAKI, Covina, CA 91722, (213) 967-4181. Ask for Jim or Mel (207/TFNE)

Mechanic
Dual line Honda/Kawasaki dealer is looking for schooled mechanic with tools. Experience required. Send resume with job history to GILROY HONDA/-KAWASAKI, 7635 Monterey St., Gilroy, CA 95020, Attn: Joe Orlando. (207/10)

Sales Rep Needed
Experienced salesperson for North Texas and Wisconsin. Send resume or call ROCKY CYCLE CO., 1250 Elko Dr., Sunnyvale, CA 94086. (408) 734-3750 Ex. 52. Ask for Bob Boucke. (208/10E)

Professional Salesman
Leading Southern California Honda dealer seeks professional motorcycle salesman with well rounded off/on road experience. Excellent pay plan, benefits and opportunity for the right person. Contact Bill McLean, KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA. (213) 345-7616. (206/TFN)

Equity opportunity sales/marketing
High gross corp. needs sales executive with minimum 5 years, BA preferred. Must organize and execute, start up sales plan for new motorcycle products. Send resume to, 233-N Weddell Dr., Sunnyvale, CA 94086. (207)

Route Salesman
Aftermarket accessory distributor in search of qualified sales rep with previous route sales experience. Many territories available. (800) 852-7789 or (800) 824-7960, ask for Karen. (208/TFNO

Accessory Sales
RACECRAFTERS is expanding. We are opening a new store and need experienced people with good knowledge of motorcycles and accessories. Excellent opportunity with management possiblities. Contact Mr. Abrams, (213) 709-5171. (208?10)

Motorcycle or Off-Road Race Promoter Needed
Some investment may be required. For information call (714) 689-6114, (201/TFN)

Mechanics Wanted
3 years experience required, with own tools. Call Wes, COLE BROS. SUZUKI, (213) 980-3715. (208/TFN)

KAWASAKI SERVICE HOTLINE
Factory position requires 5 years dealer level experience as a mechanic or service manager, repairing motorcycles but college or vocational training will be taken into consideration. Jet-Ski or snowmobile knowledge is a definite asset. Other requirements include: Good telephone communication skills and proven riding ability. The primary duty will be to answer service questions & instruct dealership personnel in service & repair techniques using the Kawasaki Hotline. For more information call Personnel, KAWASAKI MOTOR CORP. USA, 2009 E. Edinger, Santa Ana, CA 92705. (714) 835-7000. (205/TFN)

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Yamaha-Kawasaki dealership is looking for a parts counterperson with a minimum of 1 year experience, (either Yamaha or Kawasaki parts). Apply in person, LONG BEACH YAMAHA/KAWASAKI, 4200 E. Pacific Coast Hwy., Long Beach, CA. (207/10)

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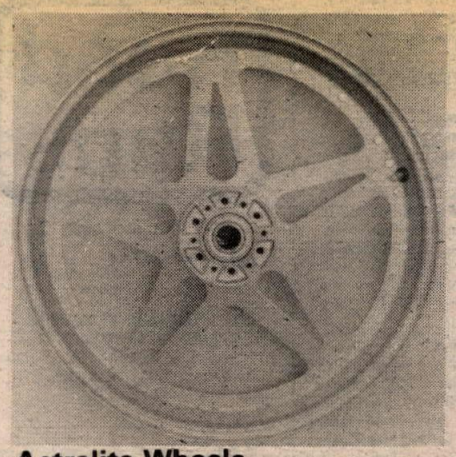

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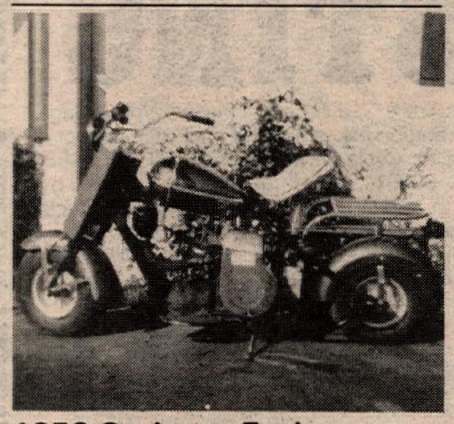

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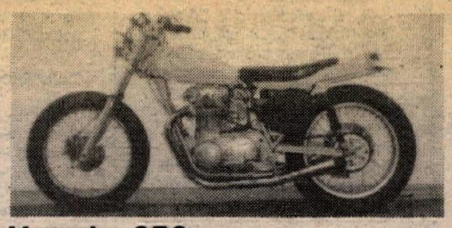

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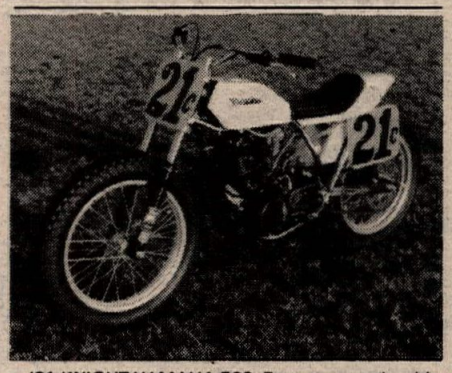

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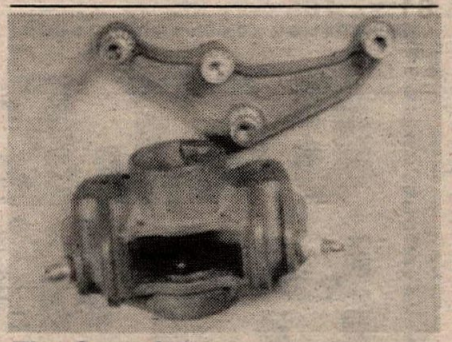

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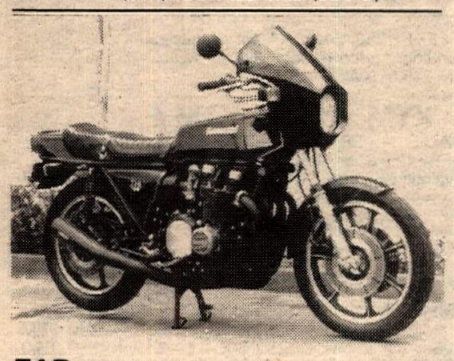

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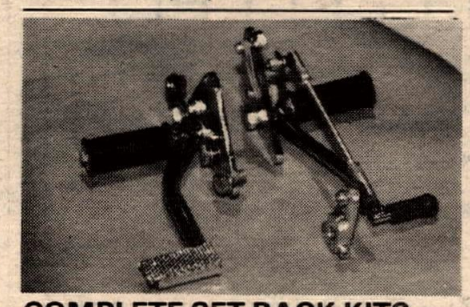

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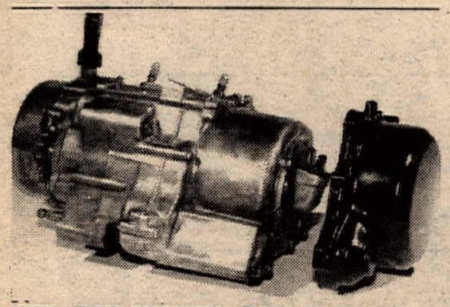

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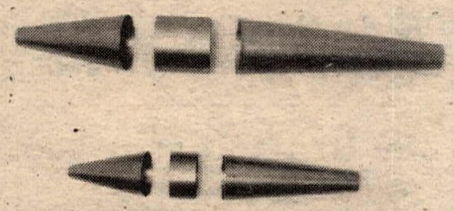

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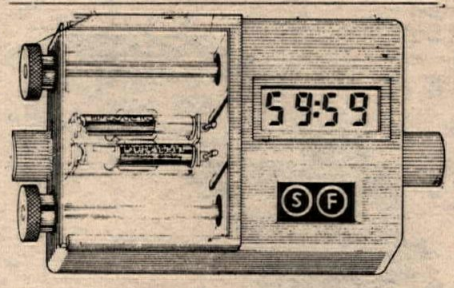

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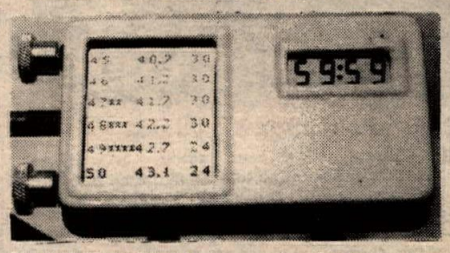
1000 miles, perfect condition, extras. Best offer. Walt (714) 770-2922 days, (714) 496-5844 after 7 p.m. (307/9)

1979 IT250 YAMAHA completely rebuilt, like new condition, good reliable. Ask for Mike. $800.00. (714) 374-2457. (104/8)

★KTM★KTM★KTM★
SALES — SERVICE — PARTS — MAIL ORDER SERVICE! Ohlin shocks dealer. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (29/TFN)

Enduro Timer/Comb., $99.95



Send $1.00 for 1982 Enduro catalog. Dealer inquiries invited. CLAIRMONT CYCLE SUPPLY 4461 Clairmont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (104/TFN)

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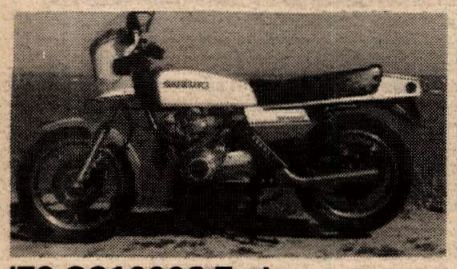
Smoothest 1981½ 250 CR/XC anywhere. Speedo, Boyesens, 3 tanks, skid plate, immaculate. Less than 20 hours, honest 100 MPH. Bullet proof, vet owned, $1650. Call Steve, (714) 750-7255 days, or Fritz (714) 951-5844 eves. (308)

1980 250 KTM
Desert tank, VDO speedometer, skid plate, Electron carb, Curnutt shocks, $950.00. Call anytime (714) 948-1314. (108)



'79 GS1000S Turbo
Low miles on professionally installed R.C. ENGINEERING turbo. Rated at 180 horsepower, all stock parts included. $5250. Rob, days (213) 680-1810 Ex. 288, eves. (213) 410-0176. (108)

New 1982 RM 125 Z motor
Guaranteed new! Half the cost to race 2 classes. Complete with carb, electronics, and levers. Spare motor could save the weekend. Kart? 3 wheeler? Only $775. (913) 827-4268 (H) (913) 823-7105 (B) Salina, KS (308/TFN)

'79 Bonneville Special Rebuilt
Discs; 2-into-1; electronics ignition; no leaks; European tank and seat; best offer. Days (805) 962-3551. (308E)

Original 750 BSA Racer
Trackmaster, Ceriani, Barnes, wide swingarm, new discs front and rear, fresh Macias motor. Trade for XR500 Pro Link or trick TT500. (303) 963-2361. Bob Bergener, 328 Stagecoach Dr. Carbondale, CO 81623. (108/9)

World's First ATV School!
Mar. 6 at Arroyo Cycle Park. Entrhusiasts and racers welcome. Sponsored by Honda, taught by Russ Darnell. Limited entry, $30. Call today! (714) 980-3212. (206/8)

Knight Kawasaki 250
Dannenburg engine, Fox Shoxs, Marzocchi forks, like new, competitive pro bike with extras. (714) 998-2999. (108/9)

1980 Honda CB 750-K
Black, runs great, under 7,000 miles, $1,500. Eves. (714) 544-3910. (108/9)

'81 RM 125X
Stock, well cared, good condition. $900 OBO. (213) 322-7257. (307/8)

Maico West sells test & Showbikes
1981 250 & 490 Macas from $1300-$1700. All bikes in excellent condition and almost new. Call Rich or Tim at MAICO WEST (213) 841-7752 Monday thru Friday 8-5. (207/9)

410 Honda Thumper
C&J frame, 245 lbs., $950 or will trade. (209) 784-0905 or 781-1455. (307/8)

Coffman's 1982 YZ 60 J & YZ 80 J Pipes
are now available. These high-performance pipes increase power throughout the RPM range. These are stamped pipes with tapered heads. Comes complete with mounting hardware, DYNO TESTED!! Charts available. Guaranteed to perform to your expectations! YZ60J $84.50, YZ80J $94.50. (Dealers inquiries invited.) Call or write: COFFMAN'S, 5842-G McFadden Ave., Huntington Beach, CA 92647. (714) 897-2209. (250/TFNE)

'82 Honda XR500 R
New and clean, only ridden twice. $1750. (714) 731-1777 or (714) 770-8615. (108/9)

FOR SALE
Simmons forks, White Bros. swingarm, WP shocks for XR500. $400 takes all. (805) 758-5837. (108/10)

Speedway Special
Jawa 4-valve bikes, lots of extras. (213) 353-3794. (108/9)

Moto Guzzi Sport, SR 500
The thrill is gone, it's your chance. Guzzi 73 European model, 40,000 km. Appropriate upgrades, $1850. Yamaha SR500, 1981, 4,000 miles, stock, $1250. Both bikes in excellent condition. (714) 960-0040. (308)

'78 Yamaha TT500
Curnutt shocks, air forks + extras, $1200.00. Ph. (602) 667-2613, (308)

Look ★ 81 490 Maico ★ Look
Meryl's Pro wheels, Safety Ceet, Renthal bars, porting and mods. Two races on new sprockets, chain, cables, Metzeler and completely rebuilt motor. $1,395. Call Reed, days (714) 459-3232, (714) 454-0994 nights. (308)

'80 XR 750
Fresh engine, paint, etc. by Storme Winter. (707) 445-0245 after 2 p.m. PST. (108/9)

1980 SWM TL320, xlnt. cond., xtra everything, $1250 OBO. (213) 379-4013. (108)

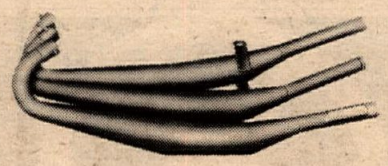
1981 ATC 250R
Very clean, like new. Soft — Trac tires, plus much more. Must sell quick or trade. Call after 6:00 p.m. (714) 679-9041. (308/11)

A-Trak system the hot set-up
For your ATC 250R. Gives more traction and makes your suspension work as it's suppose to do, $109.00. Contact your local dealer or LEITNER CORP., 2650 C Walnut Ave., Tustin, CA 92680, (714) 731-5114. (207/8)

TZ250G
Immaculate condition, never crashed. Taken down & rebuilt for season, one practice, no races. Successful business forces sale. Lectrons, Morris mags, REAL spares. Flawless detailed maintenance. $4,000. Call Randy Evans Design, (201) 263-4809. (308/11E)

Wanted: Job In Sun Belt
Parts or service manager. 10 years experience. Have owned own motorcycle shop. I am 39 years old, married. Call or write: Terry Stratton, 3206 Hampshire, Janesville, WI 53545. (608) 752-2633. (308/11E)

Classic 3-Wheeler
Parts, service, restoration for All Sport, Tri Sport, Dune Cycle. (714) 443-2338. (306/8E/EOI)



Kawasaki Triple Expansion Chambers
Available for all Kawasaki triples. Muffled street, unmuffled race or muffled & unmuffled kits. Contact WIRGES CREATIVE PERFORMANCE, Box 408, Rt. 2, Princeton, IL 61356. (815) 875-3354. 107/10E)

Floater-Monoshock-Pro-Link-Unitrak
We specialize in setting up suspension for YOUR riding style. Dual rate set up $29. Standard valving mods. $65.95. Works Performance mods $129.95. Triple rate set up $66. Six styles of reservoirs $59.95. Fork mods start at $39.95. SCOTTS SCOOTER SERVICE, 2627 Honolulu Ave., Montrose, CA 91020. (213(248-6747. (206)

16' Pro Trak $2100
Bunk, work bench, sink, awning, ladder, new tires. (714) 242-8768. (307/10)

TZ 125 G: Complete with factory spares, fairing, etc. TZ 250 E: Freshly rebuilt motor in good chassis, extra motor parts and misc. TZ 250 G: Rolling chassis. John (913) 749-0001 or home (913) 843-7391. (307/9)

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Dead or alive. Need basic parts from Honda Odyssey to build a racer. (805) 393-0347. (307/8)

1981 Kawasaki KZ750
5500 miles, superb condition, $2250. (714) 532-2936. (108)

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Three one piece suits. Like new. 5'10", 145 pounds. All three suits in perfect condition, $225.00 each. Days (213) 884-5379. (108/9)

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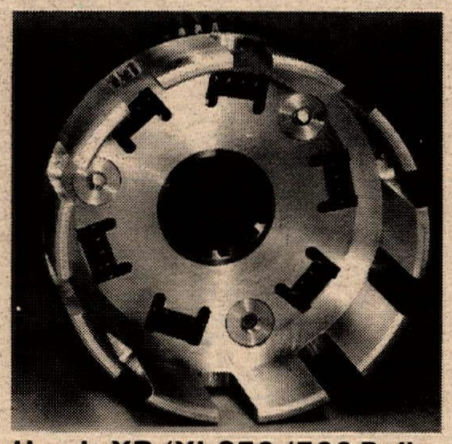
DG gold alloy rims and radial head, excellent condition, race ready, $600.00. Eves. (805) 765-4626. (108/9)



Honda XR/XL 250/500 Bullet Proof Clutch Basket
Under racing use the standard Honda clutch basket ears break easily and ruin your engine. Eliminate this problem with the new fully machined 7075-T6 aircraft aluminum clutch basket from White Bros. Contact WHITE BROS., 11750 Seaboard Circle, Stanton, CA 90680. (714) 895-1991. (108/9E)

TZ250G — Race Ready
A very fast, well maintained TZ, EPM mags, Lockheed dual front brakes, slotted discs, Krober tach, Lectron carbs with jetting, new crank, new head, tires, lots of spares, crank, cyl., carbs, pipes, tires, etc. All for only $4,200. Call (612) 445-6634 or (612) 445-6357. (308/11E)

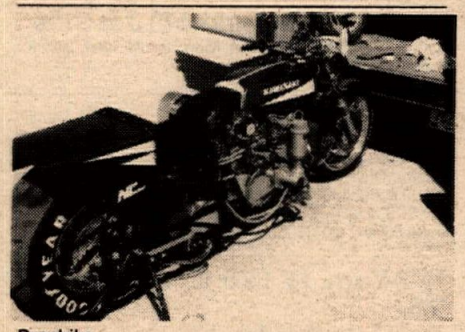
1979 HUSKY 390 WR. Excellent condition, $995.00. (213) 998-3817 eves. (108/9)

TZ500 For Quick Sale
Like brand new, ridden only two races, 1st & 2nd by Dale Singleton. Full spares kit, plus extras. Fresh glass and paint, mint! Will deliver to Daytona. $9,600. New matching leathers, never worn, 5'8" 145 lbs., $350. (404) 226-7945. (308/9E)

Sales Reps Wanted
Saddlebag & tank bag manufacturer & distributor is seeking reps. WHEEL IMPORTS 1-(800) 243-5958. (308/11E)

Harley-Davidson XR750
1975 Lawwill frame XR750: excellent condition, Lawwill kit, Axtell heads, new Jemco exhaust, new fiberglass and paint, new motor complete, spares included. Displayed at Houston. $5,500. Ask for Jeff Davis (318) 981-1752. (308/11E)

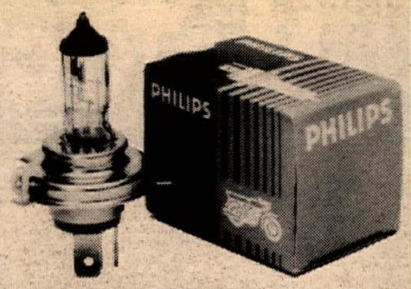
TZ250G
Clean, fast, lots of spares, new rains, $3,850. (715) 664-8807 or (715) 235-4441. (308/9E)



Dragbike
Kawasaki super eliminator, excellent shape, some extra parts. Asking $11,000. After 5:00, (216) 238-7126. (107/19E)

'82 KTM Skid Plates
250 & 495 at PRO-CYCLE. Dealer inquiries welcome. (714) 772-8170. (206/8)

★ Jimmy Weinert MX School ★
EASTER VACATION 2 day motocross school, $80. April 5-6 Saddleback Park, April 7-8 Indian Dunes. Call now for reservations! PRIVATE LESSONS AVAILABLE!! Contact: Jimmy Weinert, (213) 709-5774. (206/TFN)



Super Halogen Cycle Headlights
By Philips, 4 times more vibrations-resistant than ordinary halogens for super long life. $9.95 for one. 2 for $18. 3 for $26. Send check or money order to LIGHT WORX, Dept. 18, P.O. Box CN-5000, Cranbury, NJ 08512. Add $1 for postage and handling. (207/8)

MATCHLESS TYPHOON 600cc, G.P. carb, dirt, unrestored, $700. 1970 BSA 650 good condition, $800. JD HARLEY, $3000. Norton P11 unrestored, $500. (213) 352-3702. (108)

Suzuki 1100 1980
Perfect condition, Europ. trim and gastank. 4 into one exhaust. Metzeler tires. Must see to appr. Call eve. (714) 646-2239. (108)

1977 TT500 — Clean
New plastic, tires, desert tank, Trapp. $750.00 OBO, trade? (213) 573-0844. (108/9)

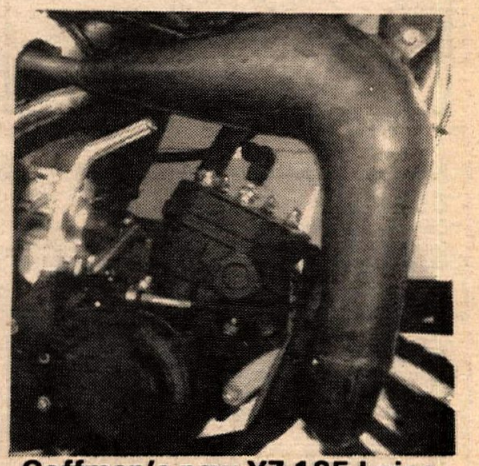
YZ 125 G like new, extras, $600
(714) 871-2712. (108)

Honda '79 XL185, $595
Runs good, S&W shocks. (213) 325-2471. (108)

1981 430 Husky
18" rear wheel, Asch pipe, ported, Pro circuit mods, great shape, $1500. (714) 534-7937. (108)

Jawa 4 valve speedway bikes
Excellent condition, many extras, Anibe clutch, race ready. Both proven race winners, first division. Contact Tom Burba (714) 537-5480. (108)

SIMONS FORKS, 11" travel, $285. (213) 379-4013. (108)



Coffman's new YZ 125J pipe
is now available. This high performance pipe is satisfaction guaranteed. It is a stamped pipe with papered headpipe. DYNO TESTED! Compelte with mounting hardware. Call or write, COFFMAN'S at 5842-G McFadden, Huntington Beach, CA 92647. (714) 897-2209. (207/TFNE)

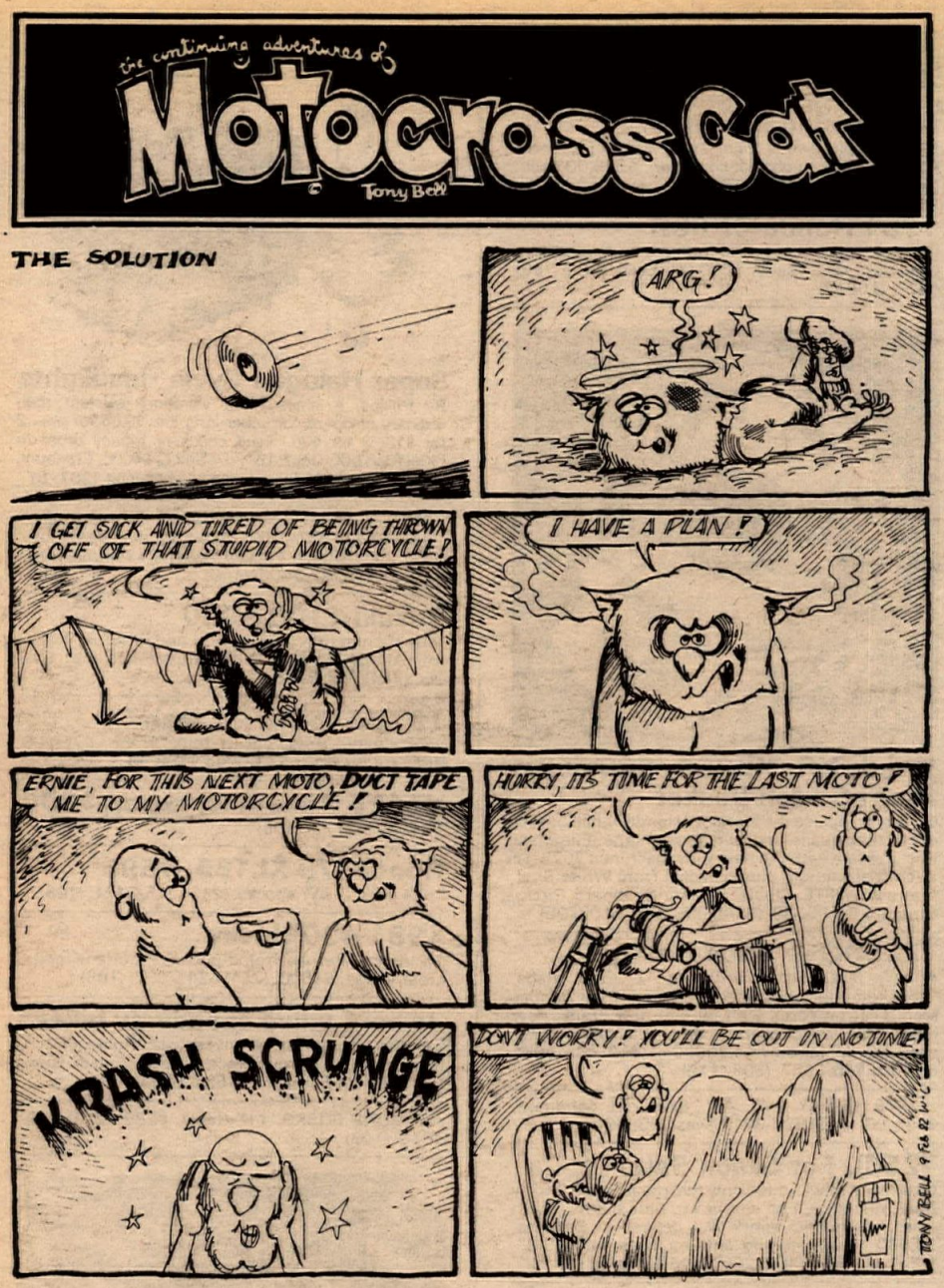
★★ DEALERS ONLY! ★★
New '82 YZ 490's and 175 Tri Motos in stock. Call for your SPECIAL price. CONCORD YAMAHA (415) 798-2580. (208/TFN)

1982 CB 650 CUSTOM
5000 miles, extras. Extra clean, $2400 FIRM. (213) 439-8091. (108)

Travlite Motorcycle Camper
America's #1 camping trailer designed for touring cyclist. 310 lbs., 22 cubic feet storage, 42"x78" bed, 78" headroom. CONTINENTAL INDUSTRIES, Dept. CN, 301 W. Rising Street, Davison, Michigan 48432. (206/9)

1980 250 KTM
Fox Shoxs, new tires, all kinds of good stuff. Excellent condition, owned by mechanic and treated with TLC. $1000.00 or best offer. (714) 847-5777. (107/8)

BSA A10 650 original pre-unit
Very good condition, recent overhaul, $1,295.00 firm. Other British models, selling out. (213) 363-9130. (107/8)



Maico, Montesa Parts Sales, Service

Daily UPS, motocross accessories, Ohlins, boring, crank rebuilding, all makes. THE GREAT ESCAPE, 4454 Bull Valley, McHenry, IL 60050. (815) 385-8110. (104/TFNE)

'77 Benelli 750 SEI (Six)

Perfect condition, one of a kind, many extras, custom six into one exhaust, S and W shocks, Pirelli Phantoms, combo ¼ fairing. Call for details. $2300.00 O.B.O. Possible delivery or trade for CBX. (206) 273-6080. (305/12)

BEL-RAY MC-1 PLUS

BC CYCLE SUPPLY has it for $2.49!!! See our other ads this section. 9025 McFadden (at Magnolia), Westminster. (714) 891-5286. "WE'RE ALWAYS OPEN." (206/TFN)

'78 SUZUKI GS550, 3000 mi., extras, $1400 OBO. '80 YAMAHA IT125, $650. Both show pride of ownership. (714) 980-0882. (307/9)

Speedway Bikes

Good, used 2 valve, 80 Jawa 4 valve, 81 Jawa 4 valve, Gordon, 78 Weslake, GTS seats, Renthal bars, some with new clutch, new tires, all bikes in excellent cond. JIM BUSBY RACING, 2205 Laguna Cyn. Rd., Laguna Bch., CA. (714) 497-3358. (106/10)

TZ250H

3 races, better than new but cheaper, spares. Daytona ready. $6,500. (412) 364-6938 or (412) 364-4628. (305/8E)

1982 YZ Link-5 Suspention Cure!

Keystone's got it! If your new YZ J model is giving you fits — we've got it dialed! For $99.96 you get oil change using a special Bel-Ray SE series oil, increased capacity and our progressive valving that smooths out the smallest stutter bumps through the gnarliest woops with totally fade free performance. Send your monoshock to Keystone MX Works, Dept. CN, 1426 21st Ave., Beaver Falls, PA 15010 or call (412) 846-8361. (205/8E)

1979 SUZUKI GS1000S — immaculate, many spares, low miles, 1085cc — offers over $5000. (512) 352-2913 — Joyce. (106/9E)

★MOTORCYCLE TRAILERS★

Two to five rail custom built motorcycle trailers. Dealer inquiries invited. (213) 537-1380. (205/TFN)

'81 250 Yam. YZH

Senior rider, $350.00 Terry suspension, Metzeler, helmet, like new, see it & you'll buy it. $1375.00. (213) 332-8151. (306/8)

OFF-ROAD SINGLE — seat race car Class One, Funco S.S. A.M.S.A. winner. Never crashed, many spares included, $4200.00 or trade. (805) 251-3763. (106/9)

1973 Yamaha 360 MX

Super condition, new shocks, many extras, $425. (714) 597-4551. (307/8)

Two '81 Kawasaki 440 Jet Skis

$3000. (714) 848-3088, 8-4 Mon. thru Friday, ask for Butch. (246/TFN

T-SHIRT SALE

Suzuki, Yamaha, Honda, Bultaco, Kawasaki, Norton, Bell, Harley-Davidson, Daytona, BSA, Triumph, Ducati, Husky. Order Now! $6 each, shipped. Three or more — $5.50 each. Send check to: WALT PETERSON ENTERPRISES, DEPT. CNW-1, P.O. Box 1487, Fort Dodge, Iowa 50501. (201/10E)

'77 Yam. IT 175 & '78 Hon. XR 75

Yamaha has White Bros. 10½" travel front/rear, fresh engine, many extras, many new parts. Excellent condition, only $650. Honda rarely ridden, all stock. Perfect condition, $300. (714) 760-1324. (108/9)

GPz550 Kawasaki '81, $1995

Excellent condition. Ask for Paul (714) 321-1484 or (714) 324-0806. (108)

1969 Norton 750 Fastback

Factory original condition, many new parts. $1,000. (916) 246-8640 after 5:00 p.m. (108)

Moto Morini

Largest parts inventory on the West Coast. Hi Performance kits for all models, selected models at substantial discount. (916) 722-8348. (106/9)

Speedway Spares

New Godden and Weslake bikes, engines and spares. Also GTS, N.E.B., Starline, Renthal, Interspan, Daytona, Virgin Methonol, tires, largest stock of speedway spares in the country. Also good, used bikes. Send $2.00 for catalog. JIM BUSBY RACING, 2205 Laguna Cyn. Rd., Laguna Bch., CA 92651. (714) 497-3358. (106/10)

'81 Motocross Hondas

CR125, $685, CR250, $923. Good condition, only few races. (714) 495-3023. (104/8)

Procycle 1981 KTM 250

Maintained by Procycle, excellent cond., Fox Shox, tank cover and more! Must see. (714) 772-8170. (206/8)

Maico's

'81 250, $1300. '81 490, $1350, '82 250, $1600. Great deal! Must sell! Quiting racing. Many, many extras! Call after 1 p.m. (213) 542-7932. (106/8)

'81 Suzuki RM250X

Answer Products bars and aluminum silencer, Metzeler, Terry cables and fork kit, Whirpull throttle, Boyesen reeds. Bike ridden by Vet and maintained in cherry condition. $1395.00. (213) 894-3549. (106/8)

H-D XR

Completely rebuilt, lots of spare parts. Lawwill chassis. For more info call (416) 689-5067, ask for Doug Sehl. (105/9E)

KTM Pro-Cycle KTM

1982 250 — 495 Pro-levers in stock. Recent purchase of KTM, Penton, Sachs and DKW parts and accessories, gives us one of the largest inventories in the U.S. Please contact PRO-CYCLE at 1265 E. Lincoln Ave., Anaheim, CA 92805. (714) 772-8170. We ship UPS daily. PRO-GAS NITROGEN SYSTEMS. (206/11E)

CUSTOMERS WANTED DISCOUNT PRICES

All YZs and ITs in stock. Complete parts and accessories. BELLFLOWER YAMAHA, 10401 Alondra Blvd., Bellflower. (213) 925-5098. (250/TFN)

DUCATI 900SS

1980 Desmo Ducati, low mileage, Imola cams, hi-pipes and Conti pipes, 40mm Delortos, black & gold, showroom condition. $4000 OBO. Call Alan, days (512) 888-8211 ext. 41. (250/TFN)

RETAIL AND DEALER INFORMATION. COSMOPOLITAN MOTORS, Hatboro, PA. (215) 672-9100. (239/TFNE) C2

Free Trip To Sweden For Us

Our prices on Husqvarna will win you over and help us win our trip. We ship or deliver. Husky Products. Ohlins service center. Freedom Husqvarna, KTM, Maico, Kawasaki, (816) 765-5785 6-9 p.m. (206/8E)

TZ250G

Complete spares kit +, wide rims, spare wheels with rains, $4,000. Days, (704) 686-5953, nights (704) 298-8927. (105/9E)

Clear Star Products Safety Glass Repair Kit!!

WINDSHIELD SAVER!! A practical method for auto windshield repair. Repair stone damaged windshields and beat the $200 deductible. Restores visability, bonds the cracks together. BEAT THE $200.00 DEDUCTIBLE by not replacing your windshield. Easy to use, no special training required. Low cost, no special tools needed. No clean up required, completely disposable. Self attending, mount to brake and let the unique device do the repair. A spindle applicator penetrates the damaged area restoring visability and forming a permanent repair. $17.95 shipped, allow 3-6 wks. delivery. Make checks payable to THE CONSULTANTS, Dept. CNW3, P.O. Box 1487, Ft. Dodge, IA 50501. (205/9)

EPM RACING WHEELS MAGNESIUM ALUMINUM

MAGNESIUM racing wheels in high performance widths for GP machines & Superbikes. For details, contact D.E. MACHINE, LTD., 441 11th St., Brooklyn, NY 11215, (212) 499-4416. Midwest: COMPETITION CYCLE PARTS, (517) 339-8216, West: MATZINGER RACING, (714) 755-2939. (43/TFNE(

RD400 Alloy Racing Wheels

Racing wheels in high performance widths to fit standard cush drive & sprockets. Limited number, order now! D.E. MACHINA, LTD., 441 11th St., Brooklyn, NY 11215. (212) 499-4416. Midwest: COMPETITION CYCLE PARTS, (517) 339-8216. West: MATZINGER RACING, (714) 755-2939. (247/TFNE)

The Speedway Motorcycle

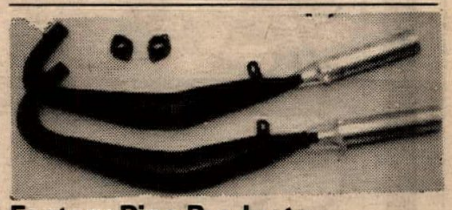
Weslake 4 valve. Engine and frame completely rebuilt by Speedway Jim's. Never been started, ready to race. Many spare parts. $2250.00 or best offer. (714) 864-2540. (107/9)

1981 YZ 125H

Race ready, water pumper, Keystone monoshock, Boyesen;s, Metzelers. $675. (408) 354-7794. (307/8)

1981 Suzuki RM 250 X

Excellent condition, many extras, fast, reliable, $1050. (415) 829-2876. (307/8)



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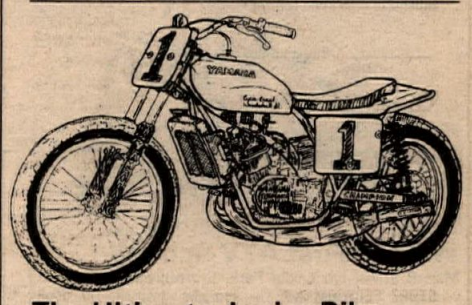

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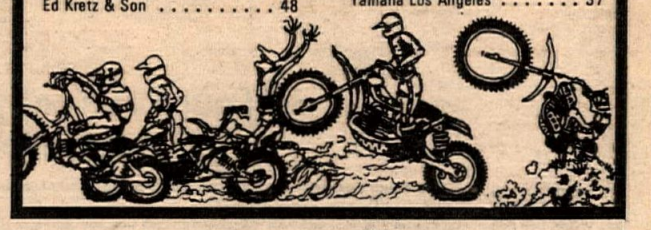

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ON THE FRONT PAGE: Yamaha's Vision looks ready to hop on and ride away, which is what we did. An impression on it begins on p. 16. Photo by Karel Kramer.

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VOICES

Open letter to American Honda motocross department

I would like to take this opportunity to tell everyone that a united group of people you are. By united, I mean together, as one, a *team*.

And I'd like to thank *Team* Honda — they know who they are — for their support and confidence in a boy who's had a lot of good luck, but for the past couple of years, has had a lot of bad luck.

He knows how to repay you, and with your continued support, he will!

KAY LARSON
Bremerton, WA

Who was that lady?

In regard to your article, "The Gale Webb Story," in the Mar. 3 issue: Well, now I know who that special lady is!

I was at a motorcycle park several months ago with my two step-children with two borrowed motorcycles, and as a newcomer, was lost to even starting the machines. Seeing this problem, this lady came over and helped us. She not only helped us get started, but loaned us some safety gear, gave some stickers to the kids and spent practically the whole day working with the children, showing them how to ride and the safety aspects of motorcycles. She never once got down on them and always encouraged them. I myself have not been able to take the children back, but they always watch for the motorcycle lady that they idolized that day.

Thanks again, Gale, for all your help.

MARY MERKEL
Orange, CA

P.S. Enjoyed the article very much. Gale is a very unique young lady.

Number plate bummer

During the recent Feb. 6-7 Winston Pro Series events held in Houston, TX, I, along with many other riders, was informed that my number plates would no longer meet AMA standards. The plates used, to my knowledge, have been AMA approved for years; however, we are now told, with no acceptable explanation, that our number plates no longer meet required standards.

During a telephone conversation with the one of the leading number plate companies I was told that it was not until December 31, 1981 that AMA had contacted them regarding the new number plate ruling. By this late date in December hundreds of plates had been sold and many dollars spent.

Even though the company has agreed to change its design work to meet AMA standards, with no help offered by AMA, this ruling, like many others adopted by the AMA in the past on a *last minute basis*, clearly reflects a non-professional and very unorganized association. I think it only fair that the AMA "sideline" this rule until Jan. 1, 1983, and that in the future AMA give us all ample warning of any changes to come.

STEVE MONGER
AMA National number 54

More or Wise

I think that Steve Wise should have been disqualified at the Houston TT for deliberate, unnecessary roughness...in short, dirty riding.

I speak not as a spectator but as a former sportsman dirt track racer. Should we allow Pro dirt track racing to deteriorate to the level of ice hockey and roller derby? I think not.

A. SUMMERS
Bell, CA

AMA officials on the scene kept a close eye on Steve Wise, and it is their conclusion that Wise did nothing illegal. In fact, in the opinion of the AMA officials, Wise was the victim of an illegal move by Mike Kidd...Editor.

Spring chicken

I read Bob Alloy's plea for 40-year-old riders. I hope he has more luck than I did with my plea for some 70+ riders.

He is definitely out of tune when he refers to banzai-happy kids. Whether it's in a mixed practice or when I'm down in the mud, it is always some youngster ready to help.

I hope Bob drops me a note when he gets his class of Senile 70s. I will then gather up my crutches, hearing aids and false teeth, hold an auction for enough money, and then go south to compete on my trusty 125 Floater.

My record for '81: one third place because there were only three Old Timers competing with the Vets. But I have finished every moto I was in.

LOU BOUSCAL
Middletown, CA

Official help appreciated

A special thanks to Billy Hilton and Bob Nichols for handling AMA and District card sales for our December 6 Lilliputian Race held at Sacramento, California's Prairie City OHV Park. This made possible a much more organized and faster flow through the sign-up trailer.

Bob is District 36 Cross Country Steward and Billy is OT and Vet Steward. It's good to see the officials serving the riders and clubs. Thanks fellas.

DIRT DIGGERS NORTH M.C.

Twiples?

I propose that the BOTT rules be promptly ammended to permit pushrod triples with a maximum displacement of 875cc. This would permit the ex-factory Triumph/BSA triples from the early '70s to return to the track.

Although these machines obviously are not twins, they have similar characteristics -- their sound is a growl rather than the scream of an OHC four; they are British, with a dated appearance; and they occupy the same performance bracket as the twins. When they were current, the "Beezumphs" competed against Harley and Nortons twins.

"Beezumphs" are crowd pleasers, and have also become very desireable as collectors items. My ex-Dick Mann BSA Rocket III (winner of 1971 Daytona 200 and featured in *Cycle Guide* magazine, 1981) is now on display at AMA headquarters. Many others have been reconditioned to race-ready status. Jack Wilson will dust off his triple. Gary Nixon's Triumph is race ready.

If my proposal is approved, BOTT and the sport will benefit. No one will suffer.

ROBERT T. IANNUCCI
Brooklyn, NY

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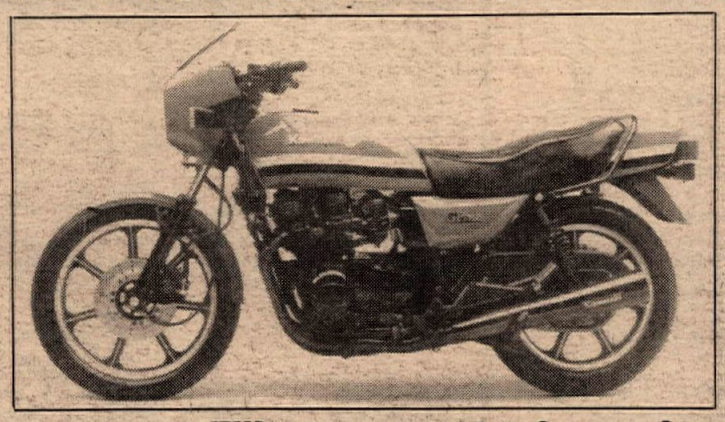

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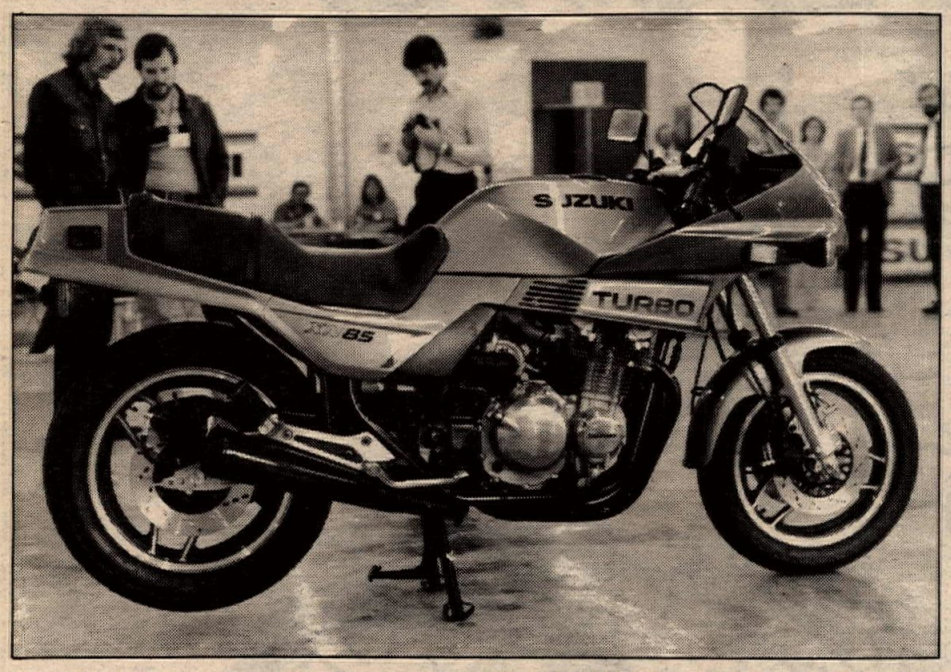
THE LATEST POOP BY PAPA WEALEY



At a press conference introducing their new 125 and 250cc four-stroke singles and their 450 two-speed automatic shaft-drive, Suzuki displayed this 650 Turbo. Designated the XN85 (the 85 stands for horsepower), this particular machine was a European prototype, though it did have a U.S.-required 85 mph speedo. The 650E-based engine features electronic fuel injection, roller bearings, twin dome combustion chambers, oil cooler and a four-into-one pipe. There is also a 5.3-gallon fuel tank. Full Floater rear suspension and anti-dive forks with adjustable preload and anti-stiction bushings keep the wheels (17 inch rear and 16 inch front) on the ground. The chain is fully enclosed, lubed with grease. Release date for the U.S. version is expected to be in a couple months.

A request for inclusion of a California-Nevada Desert Trail in the California Statewide Trail System willl be heard and considered at a meeting of the California Recreational Trails Committee Friday, March 19 in Mountain View, Santa Clara County, CA. The meeting will begin at 9 a.m. in the City Council Chambers, 540 Castro Street.Tom Hunt, of the Desert Trail Association, will discuss the trail and show its alignment through Nevada and California.

Pre-Daytona dirt track action kicked off with an Eastern Regional half mile at Savannah, GA, on Feb. 25. Florida's Billy Labrie (H-D) topped the Expert class as Californians romped in the Novice and Junior classes, with Honda-mounted Doug Chandler taking the former and Pete Hames (H-D) the latter. The following (Hon) bested the Novices. The next Series opener at Savannah was rained out and rescheduled to Mar. 8. The racing then moved to Tampa, FL, for a series short track on Feb. 27. Kawasaki rider Lance Jones took the Junior/Expert win, and Mark Hartley (Hon) bested the Novices. The next round of the series, the Feb. 28 half mile at Barberville, FL, fell to Texan Terry Poovey and his XR750. Hames repeated his Junior victory at Barberville while Michigan's Charles Bowles (Hon) was the Novice winner. Complete coverage next week.

Once again ABC *Wide World of Sports* will air The Superbikers event, held at Carlsbad Raceway Nov. 1, 1981. Air time is set for Mar. 14, with part two airing Mar. 20. Check your local listing for details; times are subject to change without notice.

By leading a certain lap, or laps, riders at Daytona will be able to pick up $100 dollars per lap extra thanks to the AMA's Lap Sponsorship program. Sponsors for the 200 include: Gary Bang, East; "KK" Motorcycle Supply; Baltimore County Trail Riders; Pace Management Corp.; Mike Lynch; Dennis Kirk, Inc. and Continental Tires. "KK" Motorcycle supply will also sponsor the first lap of both the Superbike race at the Supercross. Continental Tires will pay $100 to the leader of lap 16 in the Superbike race with the Baltimore County Trail Riders doing the same for the Supercross leader on lap two.

There are two schedule changes on the National Motorcycle Racing Association drag schedule. First, the NMRA Springnationals at Epping, NH, moves a week to occupy Memorial Day Weekend, May 29-30. That means that Pro Stockers will not run at the Cajun Nationals car meet, which also runs Memorial Day weekend. Secondly, both Pro Stock and Funnybike classes will accompany the NHRA car meet at Englishtown, NJ on July 17-18.

The California Racing Club has something in the works. Specifically, it's the annual M/C Tire Works 2000 at Indian Dunes on Mar. 7. There'll be a $1000 Pro purse, plus $1000 in sportsman gift certificates. CRC also has a new four-stroke class at all its events. For more info call 213/830-519.

The Motorcycle Safety Foundation has released its awards list for 1982. Winning the annual John E. Harley Memorial award was Neil Tolhurst, regional coordinator for the motorcycle safety project at Northern Illinois University. In addition to Tolhurst's work with the MSF-award-winning NIU program, Tolhurst was cited for his efforts in developing a trail riding training program, writing safety articles and serving on the Illinois State Motorcycle Advisory Council. The U.S. Air Force Inspection and Safety Center, Northern Illinois University, the state of Wisconsin, the South Dakota Safety Council and the Motorcycle Operators Instructional Center of Albuqueque, NM, also won MSF awards.

Gale Webb, a feature subject in last week's *CN*, will be bringing her MX/skateboarding/BMX/roller skating/sports safety show to Orange County Honda. There will be three shows a day on both Mar. 13 and Mar. 14, and there will be prizes, including a Honda Passport to be given away. The address is 16-0 West Chapman Ave., in Orange, CA.

Husky has picked up a SCORE team in class 21 (250cc). Their newest riders are Mark and Kent Miller, who will ride the San Felipe 250 for their first sponsored ride. The brothers will ride all SCORE/Pernod events for Husky this year.

ESPN will be covering the fifth, sixth and seventh days of Daytona Speed Week and will air the races five times. Los Angeles are showings will be April 6, 10, 13 and 27 at 7, 1:30, 7:30 and 7 p.m., respectively. There will also be a showing at 1 p.m. May 2.

"We talked with the William Morris Agency last week, and we have another meeting set for Tuesday (Mar. 2)," said World and National Speedway Champion Bruce Penhall in a Feb. 26 telephone conversation. "We have commitments to race through the end of next year, but if I got hooked up with something really fantastic as far as TV and films, I may go with that after 1983." Rumors of TV roles had added fire to the reports that Penhall would retire at the end of this year. After meeting with the Morris talent agency, Penhall will race the southern California Spring Classic before returning to England on Mar. 16. "I'm looking forward to having a really good season in England, as well as going to Australia for the World Best Paris competition, and hopefully, the World Final in the Coliseum."

If you see Bruce Hammer piloting a four-stroke Suzuki road racer with Chevron colors at Daytona, don't be confused and think it's his 1170cc endurance racer. Hammer has taken the new 16-valve Katana engine -- suitably bored to 1025cc -- and mated it with a Rob North frame. Byron Hines of Vance & Hines Racing will be at Daytona keeping an eye on the moving parts.

The Las Vegas 400 off-road motorcycle race is set for Apr. 18. As in the past, both Sportsman and Pro classes will run, with the Pros competing for 50% payback of entries on a $300 per team entry, with 125, 250cc, Open, Over 30 and Over 38 classes. Sportsman entries are $120. The drawing for start positions is Mar. 31, with a $100 deposit getting you in on the drawing. For info, entry blanks, or just to say hello to Casey Folks, contact Sportsman Cycle, 3475 Boulder Hwy., Las Vegas, NV 89121, 702/457-0343.

Unofficial results from the Croom, FL, opening round of the AMA/NATC National Championship Observed Trials Series on Saturday, Feb. 27, show Jack Stites (Fan) first with 26, defending champ Curt Comer (Mon) second with 38, and Morgan Kavanaugh (Bul) third with 40. Complete coverage next week.

The equipment of Jay Springsteen and Randy Goss will be getting some special treatment this season. Harley-Davidson will have a tractor-trailer rig complete with workshop, spares, etc., carrying their bikes to all the dirt Nationals. This is just one of the changes Harley is making to put the team and their product on display.

Springsteen and Goss have picked up a new sponsor for 1982 -- Pabst Blue Ribbon Beer. "Pabst is very interested in racing," said Harley's Dick O'Brien. "If they like what we're doing this year I believe we'll see an expanded program next year."

Who wants to battle the reptiles and swamps of the Daytona Cycle Week Alligator Enduro? None other than Team Honda's Darrell Shultz. "I usually run an enduro or cross-country event during the winter, but this year we were too busy getting bikes ready and running local motocrosses," said Schultz, adding, "I hope I can get an entry this late." Entries for the Alligator, however, are mail-only, so Shultz will definitely have to hope.

Magura has announced that Donald Yetter, vice-president, has left the firm's employment for personal reasons. Richard K. Mayer has been named general manager.

Mike Kidd a promoter? You betcha. The defending AMA Grand National Champion has built an Astrodome replica TT and short track facility on his Boyd, TX, ranch and will be hosting races every second and fourth Sunday of the month beginning Mar. 14. "The track is identical to the Astrodome," says Kidd, adding, "I've put $10,000 into it and it's really beautiful." Check out the *CN* Calendar for more information or call 817/433-5559.

British tabloid *Trials and MX News* ranks American Bernie Schreiber as the rider most likely to win this year's World Trials Championship. American Scott Head is waiting on a decision from the FMI, the Italian version of the AMA, to find out whether he can ride both the World rounds and the Italian championship series. At presstime it appear that he can only ride one.

Privateers running the AMA Superbike Championship Series on a Honda or Suzuki can expect a financial boost if they put in a good finish. Both Honda and Suzuki will post $2,000 per round, up to ten rounds, and pay-off will be made to the top ten non-factory sponsored finishers on each brand. The awards from Honda and Suzuki will not affect the distribution of the regular purse money at series events.

Scotty Parker, who is going to ride the Pontiac Supercross round, said that he races Expert class motocross in the off season and does well. He doesn't have a ride yet for the Supercross but is looking at a Suzuki. He could make more waves than Steve Wise did if he could get his Harley XR750 into the main!

U.S. Suzuki is continuing its involvment in Superbike racing through the AMA Superbike Contigency Award Program. To be eligible for the $2000 per event money, you need to be among the top 10 non-factory Suzuki finishers, so take heart, privateers!

Terry Vance made a couple of exhibition-type passes at Orange County International Raceway in Irvine, CA, on his Suzuki Top Fueler on Feb. 27. His quickest pass was a 7.20, and his fastest run netted him 195.65 mph.

DG Performance Specialties, one of the biggest American aftermarket firms, has been sold after nearly a year of negotiations. The buyer is the San Francisco, California-based Altair Investment Co., which specializes in recreation business investments. Former owner Gary Harlow will stay on board "for some time" to make sure the new owners get situated.

A tip of the Wealey duckbill to Maico's Andy Stacy for lending a spare pair of MX boots to the *CN*/West staffer doing Atlanta mudbath duty.

There was rider dissatisfaction at the Atlanta Superbowl of Motocross, stemming from the fact that the track was not covered in spite of forcasted rain. Warren Reid circulated a petition through the pits, and the riders signing it asked that the race be run on a non-points basis, or be rescheduled to the following day. "I was just the one walking around getting signatures for the feelings everyone had," said Reid. "The biggest complaint was that they knew the weather front was coming in, and they didn't take precautions like putting plastic over the track. Just knowing that they had put forth an effort, then we would be happy to put forth an effort."

John Fero, the man who spent so much time developing Yamaha's IT line before he left last year, has signed with Suzuki to ride PE175s on the National Enduro circuit along with Jeff Fredette. Fero has been operating a suspension repair service in Illinois, but according to John, "What I really wanted to do was ride. I could have ridden another brand and competed in local enduros and Nationals in my area. As it is now, I'm going to ride the entire National schedule." Fero also said he would compete in the AMA One-Day Qualifier series, but that it would be his own eneavor.

Rocky Williams, former tuner for the late Gaylon Mosier, has opened a dealership for Maico sales and service at 16868 Stagg Street in Van Nuys, CA. Called Rocky and Guenter Cycle West, the new business also offers motocross accessories, race prep, UPS service, titanium BFI fork damper rods, and best of all, a racer rebate good for 15 percent off Maico parts according to Rocky.

A second draft plan by the U.S. Department of Transportation to restructure federal obligations in highway safety has "totally ignored" input from hundreds of motorcyclists, according to the American Motorcyclist Association. Spokesman at AMA headquarters indicate that projects with the required "demonstrated effectiveness" have been side-stepped in favor of voluntary seat belt programs, a plan with limited scientific results in the United States. Plans supporting rider licensing and education may be in further jeopardy for 402 funding if all such programs are subject to "evidence of prior funding," a criterion inserted in the second notice of Docket 81-12 rulemaking, marking an ironic twist for rider plans which have traditionally been vastly underfunded. Section 402 funds are federal funds returned to states for selected highway safety projects. "We don't think Congress meant for DOT to gloss over the opinions of citizens preferring rider training and licensing, in favor of a pet program of questionable effectiveness in this country," said Legislative Analyst Gary Winn of the AMA. "And adding 'prior funding' criterion ironically adds insult to injury, since states spent only 1.44 percent of all 402 funds on motorcycle projects in 1981. It looks like DOT is just going through the motions and had no intention of introducing novelty, effective or otherwise." AMA is urging DOT assert "strong leadership and advocacy" of motorcycle safety programs to fullfill its congressional mandate of cost-effective use of 402 dollars. "Motorcyclists wishing to help ensure Congress receives an accurate picture of the public participation process should write to Docket 81-12, Notice 2, and request immediate attention be paid to the previous comment record, and that DOT acknowledge the effectiveness of its own studies on licensing and short-term training," said Winn. "And don't forget to send a copy to your Congressman, in case DOT forgets to," added Winn. Interested readers should contact: Docket Room, Room 5109, Nasiff Building, 400 - 7th St., SW, Washington, D.C. 20590.

Papa has heard rumors of a new Open class Kawasaki in late '82 and pictures from England show some very production looking Open bikes in the opening race of the British championships. They look very good.

Britain will soon have their own version of Supercross on a regular basis. It is doubtful that we will be seeing any serious head-to-head competition from across the pond since the British series will run a speedway-type program complete with staggered starts and team racing. The events will be run on modified speedway tracks and will probably be quite smooth. Proposed format for the final has all riders running head to tail. When the flag drops, all will take off with every rider who is passed dropping out until there is only one rider left or there have been 10 laps completed.

BMW of North America, Inc., has announced plans for the BMW Twin Challenge/'82, an awards program for BMW-mounted racers in the 1982 AMA "Battle Of The Twins" Amateur National Championship Series. For each race in the 1982 season, BMW riders in each of the four "Battle Of The Twins" classes will be awarded points for class finishes through sixth place. At the end of the season, the top five riders will share a $15,000 point fund divided according to the final standings. As a special bonus, the top rider overall will also receive a new BMW R80 G/S motorcycle.

The Motorcycle Safety Foundation has completed a study of motorcycle licensing regulations throughout the country. The Motorcycle Operator Skill Test (MOST) was adopted in five more states, bringing the total number to 10. The MOST test showed a 15 to 21 percent reduction in accidents during a five year study in California.

Pig farmer Dale Singleton admitted in a recent interview, "The pig has been a good gimmick for me, but it's also caused me some hassles. You gotta put up with taking him to a motel and carting him around in your van. When I'm racing in Europe, it's even more of a problem. Customs won't let you go truckin' the same pig all over the world, so you gotta tramp out onto some muddy farm to find one. You gotta find ol' Elmer wherever you can find him. Sometimes I'll end up with the ugliest, little old terrible pig, but people don't know the difference. I just tell 'em, 'Yessir folks, this here's Elmer, and I take him everywhere!' "

America's most prestigious motocross race, the U.S. Grand Prix at Carlsbad Raceway on June 19-20, will be sponsored by Nissan U.S.A., distributor of Nissan and Datsun cars and trucks. "This is our first association with the sport of motocross racing on an international level, and we are pleased to be associated with an event that garners so much worldwide interest," said Robert B. Kent, Vice President of Marketing Services, Nissan U.S.A.

Papa heard a little more information about the TT and MX races that Cliff Carr and Gavin Trippe are getting together at Carlsbad. Apparently, all events will be AMA District 38-sanctioned and will pay District points. AMA card holders will ride for less, $9 versus 11, and D-38 will be giving number one plates in all classes, including ATVs. Races will be run on first and third Sundays. For more information contact Cliff Carr at 714/749-8597.

Suzuki will have four new motorcycle shows airing in the Los Angeles area. The airing dates are: *Daytona Superbikers* on Mar. 20 at 2 p.m., *Duel in the Dirt* on Mar. 27 at 2 p.m., *Seattle Supercross* on May 2 at 1 p.m., *Drag Racing...On Two Wheels* on May 2 at 1:30 p.m. All shows will be on KABC. Sounds like the tube may be the hot spot on those days!

The year 2000 Grand National Champion was born to Illinois Expert Phil Darcy and his wife Diane on Feb. 9. Papa wishes the new champ the best of fun in his training.

Up in the state of Washington, Six Pence M.C. founder and former AMA Class A Trustee Bill spencer has been named State Motorcycle Safety Coordinator by the Washington State Traffic Safety Commission. In 1981, Spencer held a safety fair in Washington, and he has implemented seven rider safety courses around the state.

It's approaching the starting time for the annual TrailBlazers banquet, and this year's 40th annual edition will take place on Saturday night Apr. 17. The theme this year is a tribute to the officials behind the scenes. It will take place at the Brookside Country Club (next to the Rose Bowl in Pasadena) and tickets are $14 apiece. Bench racing — with various 100 octane fuels available — begins at 5:30 with prime rib dinner at 7. For tickets, send your check (made payable to TrailBlazers) before Apr. 12 to Earl Flanders, P.O. Box 2297-D, Pasadena, CA 91105. The TrailBlazers is a fraternal organization of pioneering motorcycle enthusiasts.

A new company was recently formed by Lee Chapin, previously general manager for DG Performance Specialties. This new company will specialize in international trade, and service the domestic dealer network as well. The company is called *DC Pro-Motion Cycle* with emphasis on the professional in motion. Products currently offered include specialized "Super Flow" panels and airboxes for MX and off-road bikes, exhaust systems for current model two- and four-stroke motorcycle and uniquely styled wearing apparel. Contact DC Pro-Motion Cycle at 1010 N. Batavia #J, Orange, CA, 92667, 714/639-7480.

Kawasaki's Team Green has released its van schedule for the month of March. All three vans will be in Atlanta on Feb. 28 for the amateur Supercross race. Then the western van then goes to Blythe, CA,for an NMA race on Mar. 7, followed by a visit to Arroyo Cycle Park on Mar. 14, Rio Bravo Cycle Park (Mar. 19-20), the Houston Astrodome (Mar. 21) and Prairie City OHV Park for the Hangtown MX Classic on Mar. 28. The Central van will hit Mosier Valley (Mar. 7), Chipola, LA (Mar. 14), Rio Bravo and the Astrodome on the previously mentioned dates, and to the 59th& Douglas Motocross facility on Mar. 28 in Oklahoma City.

Since there was no practice speedway facility in Orange County, local speedway riders reached an agreement with Saddleback Park to build such a track, with the riders supplying the wood and the labor. We're told that the labor poses no trouble, but spokeswoman Ann McCasland asked for donations of wood, particularly sheets of 5/8th and 3/4 inch plywood and 4 x 4 posts for the fencing. If you can help, call one of these three numbers: 714/875-2365, 714/646-0327 or 714/751-4330. •

(From left) Winner Bob Hannah, trophy girl and Darrell Shultz pose in muddy winner's circle. Donnie Hansen got down and got second.

AMA/Wrangler® Supercross Series: Round four

Hannah zaps Atlanta mudfest

By Tom Mueller
Photos by Dale Brown
ATLANTA, GA, FEB. 27

It was Bob Hannah's game all the way when the final went off amidst mud and ruts at the Miller High Life Superbowl of Motocross in Atlanta's Fulton County Stadium.

Team Yamaha's Hannah came up with something he hasn't seen in a while — a holeshot —and from there increased his lead over Honda teammates Donnie Hansen and Darrell Shultz until the checkered flag waved.

Unseasonably warm southern temperatures were replaced by a rain and sleet storm on Friday, which left the floor of the stadium a quagmire as race time approached on Saturday. Riders were treated to a track lying in standing water when practice went off, where lines dissolved each lap and traction was almost non-existent. "There's no way those bikes will go the distance," said George Ellis of Honda's pro support program. "Look at all the water-coolers, they're steaming after a few minutes of practice."

"You can't really aim for a line," said Hansen after his practice session. "You point your bike and end up three lines over!"

Complaints concerning the track were voiced by most riders, and many of the top ranked entrants wanted to run the event on a non-points-paying basis. "The promoters spend thousands of dollars preparing the course, and then they won't spend $500 for plastic to cover it when it rains," said Glover. "It's a quagmire out there. They've done it before (covered the course), and since it stopped raining we could have had a nice track. There's no reason for this."

"We're going to run for points tonight," said the AMA's Manager of Professional Motocross, Carroll Chandler. "We are going to cut the heats, semis and consolation races to six laps each (instead of 10). We're going to have to start working with the promoters more on these events — we owe the crowd a good show."

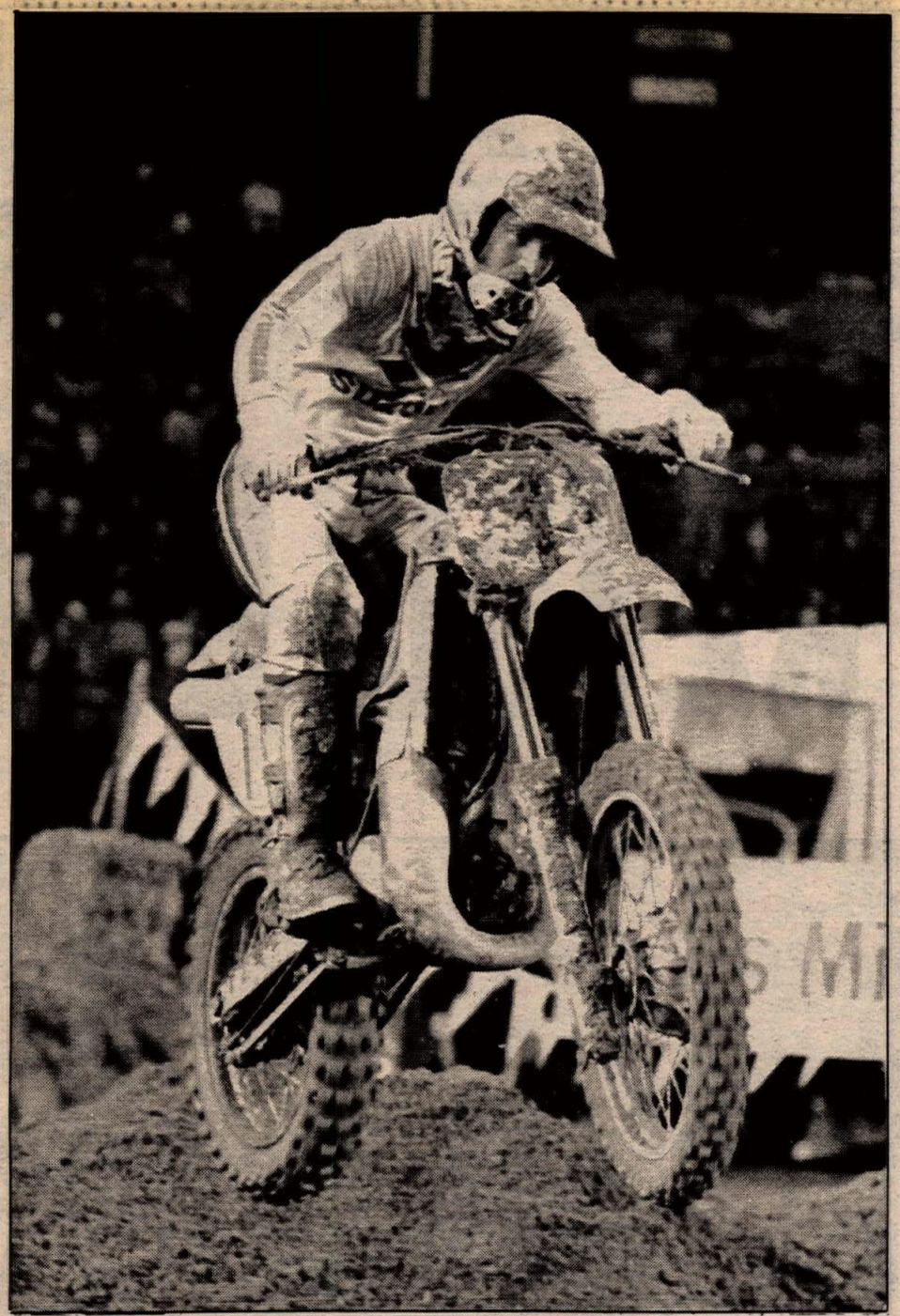
Hansen and Shultz were tied for the points lead going into the round, and Hansen now holds the lead by a scant point over Shultz, 95 to 94. Hannah moved into third in the standings with 84, displacing Honda's Johnny O'Mara, who now has 78. Current Supercross Champ Mark Barnett rode the strongest race of the evening, from last to fourth and retained fifth in standings with 71. The top five now leave the pack behind in points. The next closest rider is Yamaha's Broc Glover with 49.

The fastest rider in practice was Glover, who turned a one minute, 24 second lap. Though bottlenecks and stalled riders inhibited some of the racing, AMA referee David Dye and crew did an efficient job of keeping the program on schedule. An estimated 15,000 fans attended the event.

Preliminaries

Heat one belonged to Suzuki's Barnett from start to finish. He came out of the hole in the lead on his water-cooled RH works bike and smoothed out to hold a 12-second edge on Hansen at the finish. Hansen held second the entire race, with teammate Chuck Sun pushing hard from third. Suzuki's Denny Bentley came up into the fourth and final transfer slot in the heat and stayed there. Kawasaki Team Green's Bily Liles got a slow start but carved to fifth. He was looking at Bentley's rear fender when he tipped over on the Miller High Life Mountain, the huge hill which was also the finish line in the center of the field.

Husqvarna's Kris Bigelow put his bike's tractability to use and landed the holeshot in heat two. A number of riders were left in a pile-up in turn one as Bigelow expanded his lead over Kawasaki supported Dan Conway and Shultz. It looked like Bigelow was going all the way until he stuck his Husky in an engine-deep rut, letting Shultz squirm into the lead. Honda pro support rider Steve Martin moved into third with Kawasaki's Tom Benolkin in town after Bigelow bobbled again in the same rutted section. Martin maintained second behind Shultz to the flag, despite a severly overheated water-cooler which was emitting big bursts of steam. Benolkin used his air-cooled four-speed to hold third, and Bigelow went to the final with a fourth, edg-



(Clockwise from above) Mark Barnett had to charge from last to fourth. Mud covered goggles and swallowed bikes like Broc Glover's. Hannah's win was his first in Supercross events in a while.

ing Conway out of a transfer. Bigelow was first rider this season to transfer a European bike to a Supercross final.

The bike flying through the air in turn one of heat three belonged to Suzuki's George Holland, but he wasn't on it. Suzuki privateer Dave Hollis and Holland hit the turf off the start, while Honda's Johnny O'Mara began a flawless ride to the checkers. Suzuki's Kent Howerton had been sick the week before the race, but it didn't show as he took second off the start and stayed there. He was challenged by Honda's David Bailey, but Kent held a cushion at the finish. Spencer Morrison looked good in the mud and took the last transfer, but not without a fight with Kawasaki's Jeff Ward. Ward was crawling on Morrison's rear knobby, but then lost ground when he chose a wrong line. Morrison took his Suzuki to fourth with Ward three feet back at the checkers.

Honda pro support rider Kenny Keylon had the fastest clutch hand in heat four, but his lead was short-lived as he went low side in turn one. Glover used his air-cooled OW works bike to gain a large lead during lap one, with Keystone's Tom Carson running a swift second on a Maico. Kawasaki's Goat Breker put pressure on Carson and got by on the Miller High Life Mountain, and Yamaha Pro Support rider Eric McKenna also moved past Carson on the next lap.

The crowd came to life when Hannah started moving up from sixth. When Honda pro support rider Jo Jo Keller got sideways, Hannah took fifth, and then the "Hurricane" clicked bars with Carson, finally slipping by. Hannah bested McKenna through a rutted turn for third, and when McKenna tried to return the favor he crashed. Glover won with a 15-second lead on Breker and had lap times into the one minute, 12 second range. Breker, Hannah and Carson took the other three transfers.

Conway locked into the first transfer of semi one off the line and never gave it up. Ellis took second and held, but had a bunch of trouble with Honda's Jim Gibson, who moved to third and then used traffic to hound Ellis. Gibson bobbled, then crashed on the finish line on the last lap, with Conway and Ellis earning a spot on the gate in the final.

Mark Murphy put a support Yamaha into the semi two lead and never let off to win. Keller went into an early second and stayed there to transfer. Suzuki's Warren Reid was involved in his second first turn incident of the evening and was knocked out of contention. Alternate heat winner John Savitski and Honda pro support rider Danny Chandler were literally locked together when Chandler's fork leg wedged into Savitski's swingarm. It took the pair almost the entire race to separate their bikes.

Liles looked like he owned the consolation race, which under an AMA format change transferred the winner to the final. On lap four Liles ran off the track and dropped to fourth, leaving the battle to Ward and McKenna, with Ward coming up with the transfer to the 21-rider main event.

Final

Hannah took the cleanest holeshot of the night on his air-cooled OW, leading by 20 feet into turn one. Barnett crashed off the line and took off last, and Benolkin stalled out in turn one. The pack stayed bunched through the first five laps, with Hannah pulling an early five-second lead on Hansen. Morrison was running a competitive third, but a snapped chain put him out of it. Howerton, Bentley, Glover and Shultz plugged into the 3-4-5-6 slots. By lap five Barnett had worked from 21st to 12th.

By lap seven Hannah was into lapped riders, holding a safe lead over Hansen, who also had a cushion on Howerton. Shultz and O'Mara moved up behind Howerton for fourth and fifth, while Barnett kept charging, now in seventh. By lap nine Hannah had 14 seconds on Hansen, and on lap 10 Barnett saw a way to fifth. At mid-race, most riders were pitching their goggles trying to find some vision in the muck.

Howerton slowed the slightest bit, but that was all it took for Shultz and Barnett to push into the 3-4 spots. Barnett continued his drive but was 47 seconds back from Hannah. He made a few mistakes and slowed during the final laps. Hannah clicked his front wheel past the checkered flag, sporting a 26-second lead on Hansen. Shultz led Barnett across the line as Howerton stayed just ahead of O'Mara for fifth. Glover, Bentley, Ellis and Martin rounded out the top 10.

Hannah came to winner's circle sipping on a can of Miller High Life beer, signing autographs for those who could get near enough. "I just don't get starts like that too often," Hannah said. "Once I was out front, I wasn't going to throw it away. And once you're out front, there's nothing else to do but pull a big lead!"

"I'm pretty happy; I wasn't really excited about tonight," said Hansen. "I'm not used to all this mud and ruts. I just got a good start and stayed there."

"Look at this, here's what happened," said Shultz as he showed us the arc-shaped groove he dug off the line. "I didn't have the bike pointed straight off the start. I just get so mad when I screw up."

"I got taken out off the line," said Barnett. "Someone came across from the inside and rammed me. At first I just layed there and made sure no one was going to run over me. I had my work cut out for me after that. The Daytona Supercross is mine; I'm going to win it." •

Results

FINAL: 1. Bob Hannah (Yam); 2. Donnie Hansen (Hon); 3. Darrell Shultz (Hon); 4. Mark Barnett (Suz); 5. Kent Howerton (Suz); 6. Johnny O'Mara (Hon); 7. Broc Glover (Yam); 8. Denny Bentley (Suz); 9. Jimmy Ellis (Hon); 10. Steve Martin (Hon); 11. Jeff Ward (Kaw); 12. Tom Benolkin (Kaw); 12. Goat Breker (Kaw); 14. David Bailey (Hon); 15. Chuck Sun (Hon); 16. Jo Jo Keller (Hon); 17. Mark Murphy (Yam); 18. Dan Conway (Kaw); 19. Tom Carson (Mai); 20. Kris Bigelow (Hus); 21. Spencer Morrison (Suz).

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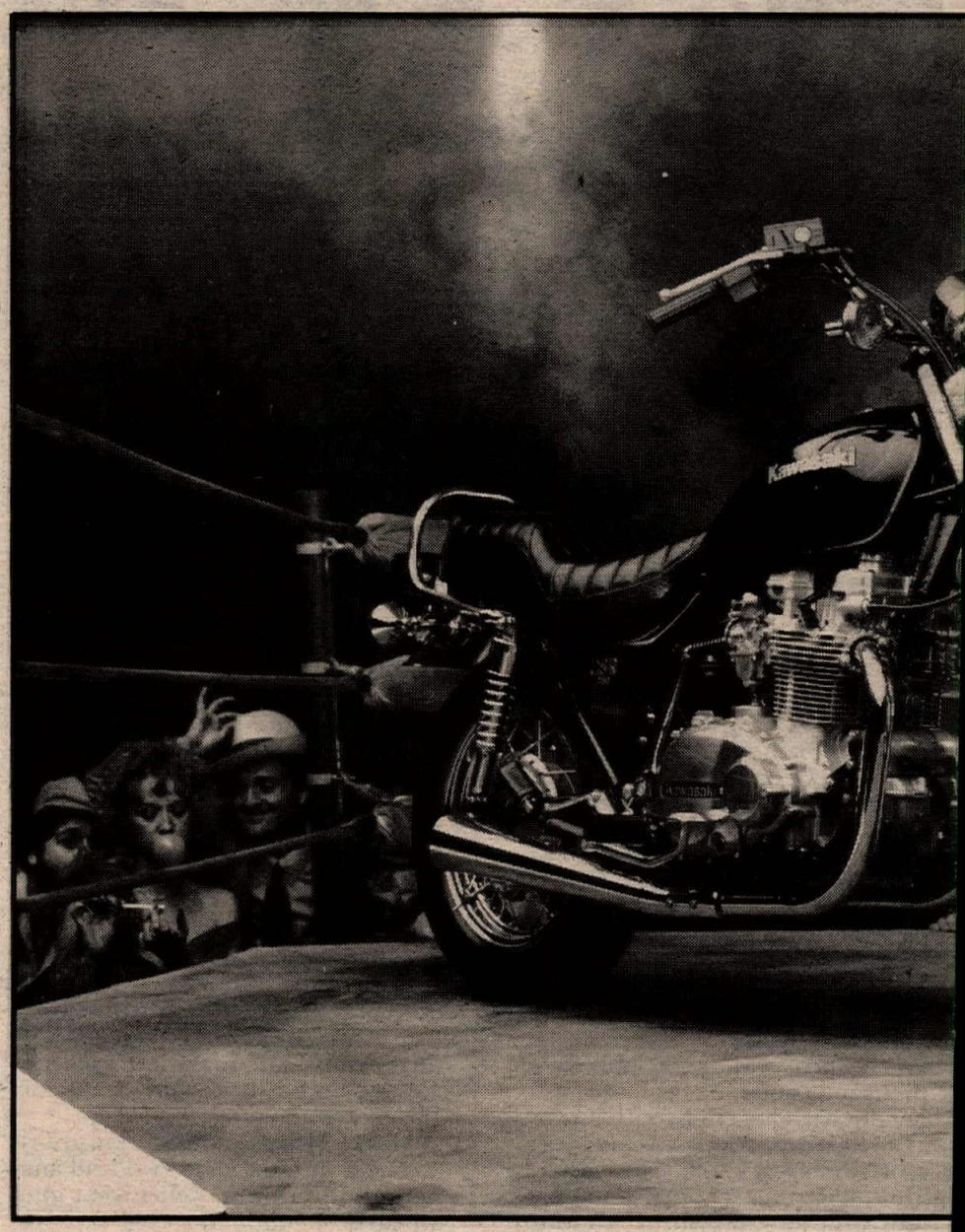

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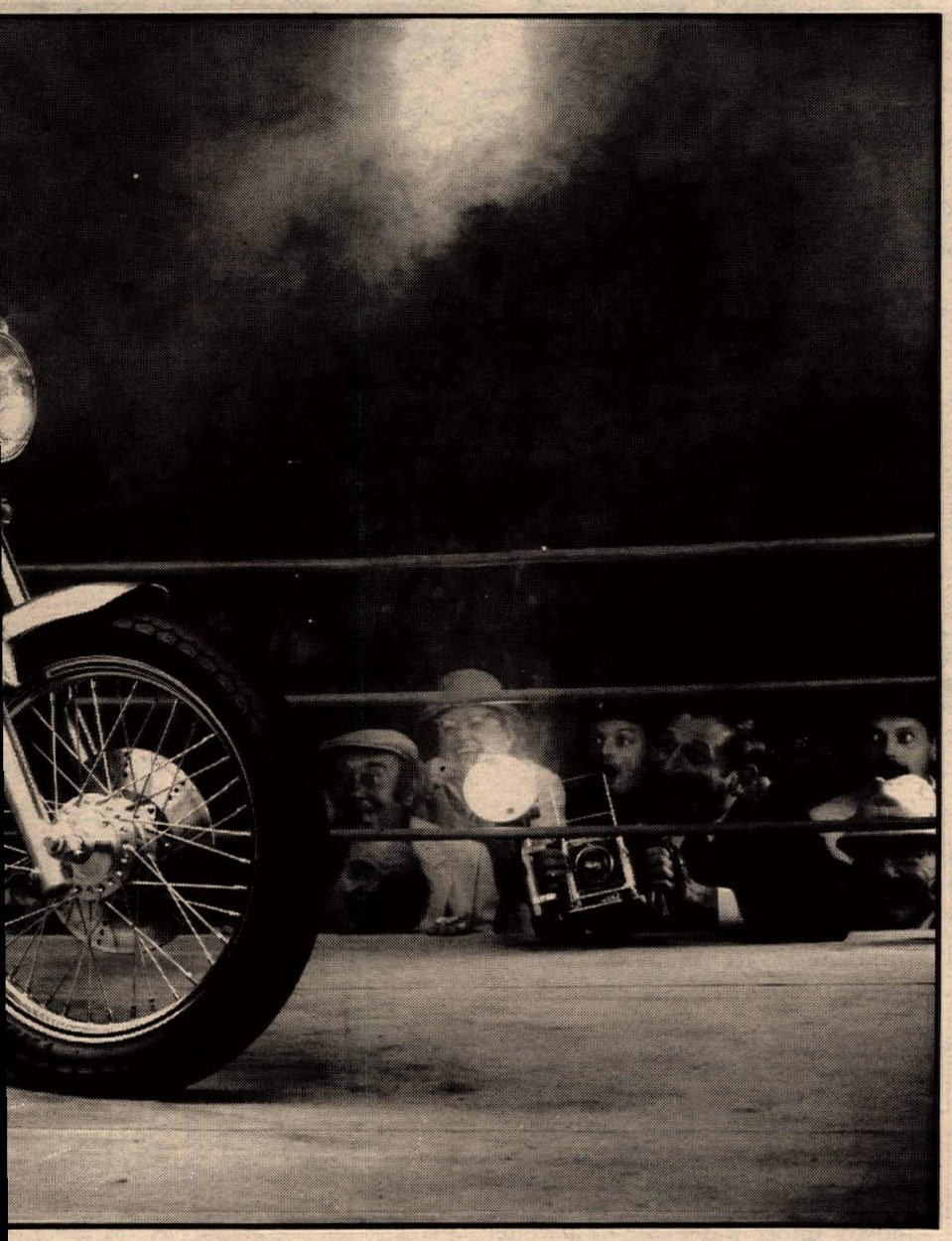

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Let the good times roll.

Terry Cunningham took his Husky Automatic to the overall win.

Second in the sloppy conditions went to Kawasaki's Drew Smith.

AMA National Championship Enduro Series: Round two

Cunningham rolls at Stone Mountain National

By Gary Van Voorhis
Photos by Dale Brown and Skip Johnson

WEST ARMUCHEE, GA, FEB. 18

Terry Cunningham rode his way "automatically" to the overall win in the 25th Annual Stone Mountain National Enduro. Cunningham, astride a Husqvarna 430 Automatic, battled just over 100 miles of mud, a cold, soaking mist and some tough trails cut out of the north Georgia mountains by the sponsoring Gerogia Crackers M.C., to finish with 16 points lost. Second overall went to Drew Smith, riding for Kawasaki's Team Green, with 19.

From second overall on, things got a bit muddy. Literally. The mist, mud and plastic style scorecards used by the sponsoring club made reading the scores difficult, if not impossible in some cases. The club went to a back-up system for all riders. In addition, there were questions about two checks, and they were droppped. Unofficially, Husqvarna's Mike Melton edged Kawasaki's Fritz Kadlec on tie-breaker scores for third overall. Complete results will appear in next week's Results section.

"It was a very good run considering the problems I had," said Cunningham as he relaxed afterwards. "I got out of shape in one spot early in the run, and when I looked at my clock it wasn't working. I checked my back-up watch, and that had quit too. I hooked up with another rider for one section until I could get (Dick) Burleson's watch, although it was set for his key time, and I had to re-calculate. At the start area gas, I got things fixed up, but then I made a couple of errors at re-sets which cost me a point or two. (Those checks were later thrown out.) In addition, I went down hard in a sweeper on a dirt road and rashed up my left elbow pretty good. Other than that, I loved the mud."

Drew Smith was savoring his second overall finish afterwards. Smith said, "I rode hard and did the best I could. Maybe I could have shaved off a point or two; I'm not sure. My only real problem was losing my chain in the last section; that really bummed me out because I was flying."

The over 300 starters got "their money's worth," according to almost everyone. However, most didn't expect to get paid back so soon. Fortunately, the club was out working until dark on Saturday rerouting approximately seven miles of early trail which was mostly under water due to a wetter than normal winter and heavy rain the two days before. That left a steep uphill section just 10 miles out followed by nearly a mile of single track, called "The Goat Path," to ruin the day for some. It was plug ahead and be patient for most, but bottlenecks developed for some later numbers. "Why worry?" questioned one weary, grime covered rider. "We've got nearly 100 miles to go, and the fun is just beginning."

At higher elevations, the mist hung like a cold, grey blanket lending an eerie quality to the trail and rendering riders with glasses virtually blind. Goggles were also of little use. On the paved sections, especially the nearly 10 miles to the gas at the starting area, the cold bit to the bone. Those who planned ahead had a change of clothing at the stop. The key to finishing, according to many, was just to hang in there because the cold and the strength-sapping mud were taking a toll.

Spectators got to see a little ISDE-style hustle when Mike Melton pulled in for his gas at the start area. In no-nonsense fashion, he replaced both the front and rear brake shoes, changed his clothes, lubed and adjusted his chain, other levers and cables and then zoomed off. Melton complained of feeling "a bit dingy" after being run over by another rider. He had gone down in an early section, and the rider behind didn't dodge in time.

Rod Bush was another rider who was involved in an early accident. Bush smacked a tree hard and injured a shoulder and hand. He retired.

The "Downhill," as it is known to the riders, didn't prove to be as spectacular as last year. The mud actually seemed to slow the bikes although as steep as the hill is, nothing is really slow.

In all, it was a typical Stone Mountain National. The trails were good and ridable if you rode smart. Bottlenecks were at a minimum and, as usual, Mother Nature didn't play favorites with the Georgia Cracker

AMA National Enduro Series: Round one

Roeseler wins first National in Chaparrals Coyote Derby

By Ed Regehr

RED MOUNTAIN, CA, FEB. 21

Once again, the top enduro riders in the country headed west to the sunshine, dust, and rocks of the California desert, for the opening round of the AMA National Championship Enduro series. Winding through the rocks to the top slot, with a score of 4/58, was one of southern California's premier off-road racers, Yamaha-sponsored Larry Roeseler. This was Larry's first National win, and had he not burned check N on the third loop, would have completely lapped the field. His special test scores were a one on the second loop, and a one on the third loop.

Just missing out on the overall win, was *Dirt Biker*/O'Neal/Husky-sponsored Tom Webb, with a score of 4/135. Tom is one of the hottest enduro riders in the desert, right now, with four overalls out of the last seven district events, and a second overall behind Terry Cunningham in the Checkpoint's National. His special test scores were two on the second loop, and a two on the third loop.

Rounding out the top 10 overall, but not in order, were Husky-sponsored Rick Munyon (6), Kawasaki-sponsored Fritz Kadlec (6), Cycle Gear/Hi-Point/Nelson Bros. Husky-sponsored David Bertram (6), Tri-Valley Honda-sponsored George Hendrix (6), Kawasaki-sponsored Drew Smith (7), Can-Am-sponsored John Martin (9), J&K Cycle Inn/Sierra Products/Honda-sponsored Jeff Irwin (9), and KTM-sponsored Daryl Kuenzer (10).

In the A ranks, northern California riders dominated the Open class, with Bertram taking the win, followed by Hendrix, and Irwin (9). The 250cc win went to Simpson/Roost Factory/Harry D. Foster Yamaha-sponsored Gordon Smith (13), and Answer Products/RJR Maico-sponsored Mark Cook (14). Continuing his winning ways in the 200cc class was Yamaha-mounted Bill Fullmer, Jr. (10), followed by Yamaha-mounted northern Calfiornia rider Matt Cullins (11), and Kawasaki-mounted Joe Bonnello (16). Current number one Senior, Yamaha-mounted Ron Fry (23) edged out Curt Horst (26) for the win, with third going to Honda-mounted Mike Sterling (38). 1982 Parker 400 winner, Hi-Point/Al Baker-sponsored Bob Balentine (11), put in a fine ride considering he does not compete in many timekeeping events, thumping his way to the Four-Stroke win.

Other enduro riders contesting this event, were Suzuki-sponsored Jeff Fredette (12) and John Fero (13) aboard 175s. Husky's Mike Melton (11) and Mark Hyde (15) had fine rides going, until about five miles from the finish, when they burned check 0 by two minutes. Husky's Terry Cunningham crashed hard and dropped 12 points. D-37 Open champ, Grant Palenske (11) had his ride ruined when he burned check 0 by two minutes, while D-37 number one 250cc, Garner Palenske, was forced to retire, after the second loop, due to stomach sickness.

Many top off-road racers rode this event, including Husky's Brent Wallingsford and Scot Harden, Yamaha's Bruce Ogilvie and Chuck Miller, Husky-mounted Morris Norman, and Yamaha-mounted Chip Howell.

In the B ranks, Rick Daniel kept up his winning ways, bagging the 250cc class, with a score of 12. Also carding a 12, was the 200cc class winner, Kurt Butler. The Open class win went to Ken Ramsey (13), with the Senior win going to Ross Termin (24).

The course consisted of three loops, with the 44-mile first loop for all riders, the 45-mile second loop, and the 50-mile third loop for AA's, A's, and B's only. The first row of riders left the start line under clear skies and warm temperatures at 8:01 and headed north from the pits on a whooped-out trail, before picking up a rocky uphill and downhill section, a few miles out. The course continued down a whooped-out sandwash, before reaching the rolling hills section overlooking Ridgecrest. Leaving the Ridgecrest area, the course got a little rocky the rest of the way to the finish of the loop. The speed averages switched back and forth between 24 and 30 mph every few miles.

Most AA's, A's, and B's had to hustle on this loop, but a zero was still accomplished by most of the top riders. Many C riders thought that the loop was a bit too rocky, but they should have expected it, since this event was a National. Taking the C overall and Four-stroke win, was Bernie Echterling, with a score of two. Thane Rivers carded a three, giving him the Open win, while Jack Simerman (4) took 250cc honors, and Tom Wilhelm (4) screamed to the 200 win. The Senior win went to Don Nelson (5), with Dana Bell (16) putting in a fine ride for the Woman B win, and Debbie Newland (111) thumping her XR200 to the Woman C gold.

After 10 minutes for gas and repairs, the riders headed west, up and down a series of hills. These emptied into a cross country trail that crossed Fiddler's Gulch and Hwy. 395. The coures continued, going up the hill used for the start of Checkpoint's event last year, then picked up the fireroad used by CEA, a couple of years ago. The speed average was 24 mph through these sections.

A few miles later, it was special test time. The special test was in the Rand Mountains, and consisted of tight, twisty sandwashes with rock drop-offs. It was four miles long at a speed of 30 mph. The best score by anyone was a one, with most riders carding a two. After a special test, the course became shale and rolling hills. A seven minute reset was located in this section. The rolling hills turned into a sandwash that led the riders out into Fremont Valley. The course then crossed Hwy. 395, and was basically rock fields, at 30 mph, the rest of the way to the loop's finish.

Larry Roeseler won his first National enduro on his YZ490.

The riders had to hustle to make the finish on time. The best score at the end of two loops was a one, with two being the average, and many top riders down quite a lot more, due to burned checks. Timekeeping was essential in this event.

After a 20-minute rest period, the riders, once again, headed north in a sandwash, before picking up the rollers that parallel Trona Rd. This section was about eight miles long, at a speed of 24 mph. At the end of this section, and right on the other side of Trona Rd., was a reset.

It was now time for the special test on this loop. The special test was 16 miles long at a speed of 30 mph., and consisted of very tight trail in the sand hills, with continous hard left and hard right turns. The best score in this test was a one, turned in by Roeseler.

After the special test, the riders got back on time at a 13-minute reset, before continuing on a very tight one bike trail, at 15 mph. After the tight trail, the course picked up the rolling hills and ridges at the top of the sand hills, at a speed of 24 mph, before flying down a very steep and loose hill. A few miles down the trail was a six minute reset. Following the reset, the riders flew through the rollers at the base of the sand hills, at 30 mph, then turned left onto a road. Sneaky check 0 was located just over a rise on the road, and put many riders out of the running when they burned it. This check was protested by Grant Palenske, Mike Melton, and Mark Hyde. This forced the club to remeasure section's mileage with the bike that set up the loop. The mileage was 50 feet inside the allowable one-tenth of a mile. After this check, was a reset, and it was only a half mile from the finish. Needless to say, most riders were on time to the finish.

Most of the riders had favorable comments on the event. Marking was good, mileage was right on, terrain was varied, but not that tough, and speed averages changed constantly. The Chaparrals had a lot of tricky checks, that were burned by many top riders. •

Unofficial Results

OVERALL: 1. Larry Roeseler (4/58).

AA: 1. Tom Webb (4/135); 2. Rick Munyon (6/100).

A

Open: 1. David Bertram (6); 2. George Hendrix (6); 3. Jeff Irwin (9).

250: 1. Mike Garrett (12); 2. Gordon Smith (13); 3. Mark Cook (14).

200: 1. Bill Fullmer, Jr. (10); 2. Matt Cullins (11); 3. Joe Bonnello (16).

SR: 1. Ron Fry (23); 2. Curt Horst (26); 3. Mike Sterling (38).

FOUR-STROKE: 1. Bob Balentine (11).

B

OPEN: 1. Ken Ramsey (13); 2. Heath Hibbard (17); 3. Mark Aney (19).

250: 1. Rick Daniel (12); 2. Scott Sampson (17); 3. Randy Kemp (17).

200: 1. Kurt Butler (12); 2. Scott Atchison (17).

SR: 1. Ross Termin (24); 2. ARt More (30).

FOUR-STROKE: 1. Neil Christman (22); 2. Bob Farr (23).

C

OPEN: 1. Thane Rivers (3); 2. Charles Monroe (3); 3. Robert Bortree (3).

250: 1. Jack Simmerman (4); 2. Joe Simmerman (4); 3. Tim Moore (5).

200: 1. Tom Wilhelm (4); 2. Brent Carpenter (5); 3. Michael Fricke (6).

SR: 1. Don Nelson (5); 2. Ed Butler (5); 3. John Robinson (23).

FOUR-STROKE: 1. Bernie Echterling (2); 2. Ed Bresnik (3); 3. Doug Chestnut (7).

WOMEN B: 1. Dana Bell (16).

WOMEN C: 1. Debbie Newland (111); 2. Shauna Hopkins (128).

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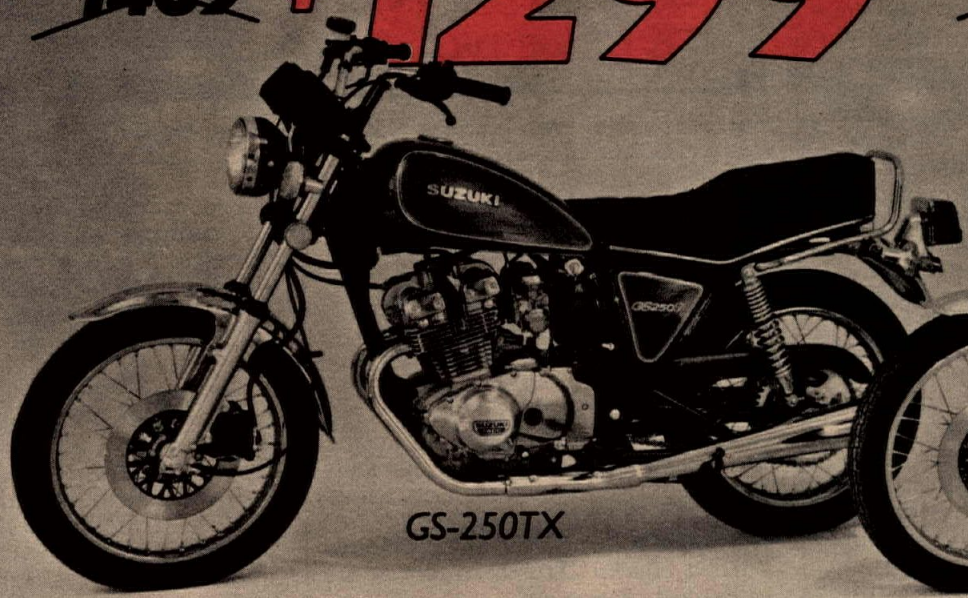
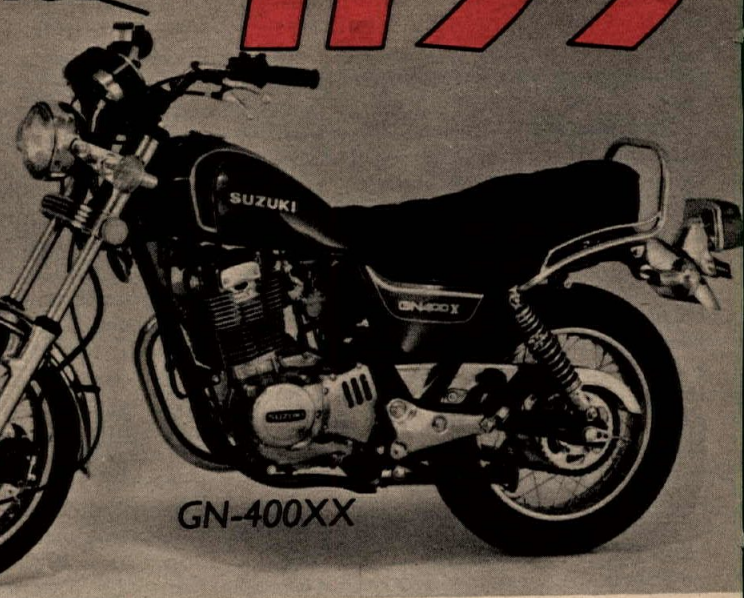


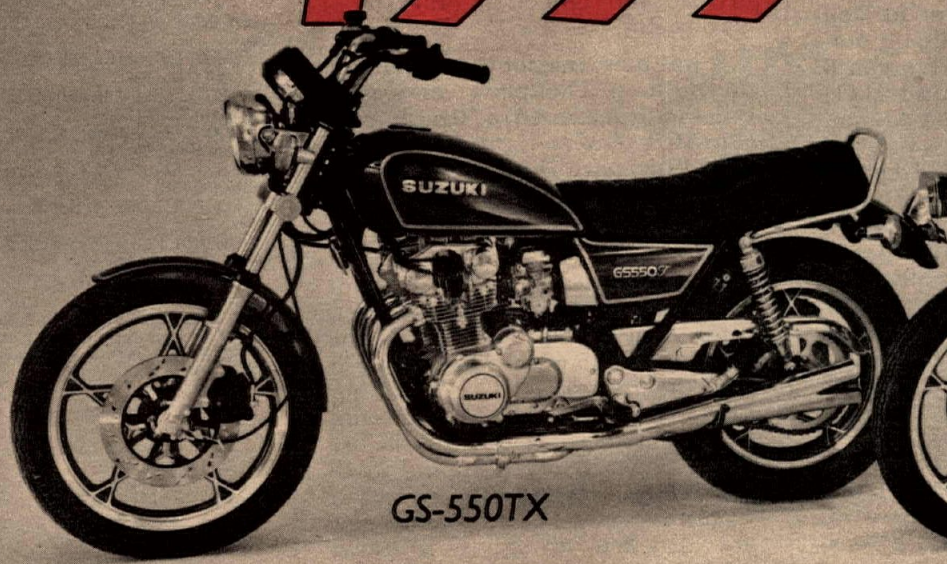
GS-250TX

~~$1469~~ $1199*



GN-400XX

~~$2399~~ $1999*



GS-550TX

~~$2999~~ $2699*

GS-750EX

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suggested prices. Then check out your Suzuki dealer. His deals will never be better than right now.

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The clincher: You can't get a better warranty on any streetbike. *Warranty offered only in the 48 contiguous United States and Alaska. Refer to U.S. Suzuki GS, GN Model "Limited Warranty Policy" at Suzuki dealerships. A similar warranty is offered in Canada.*

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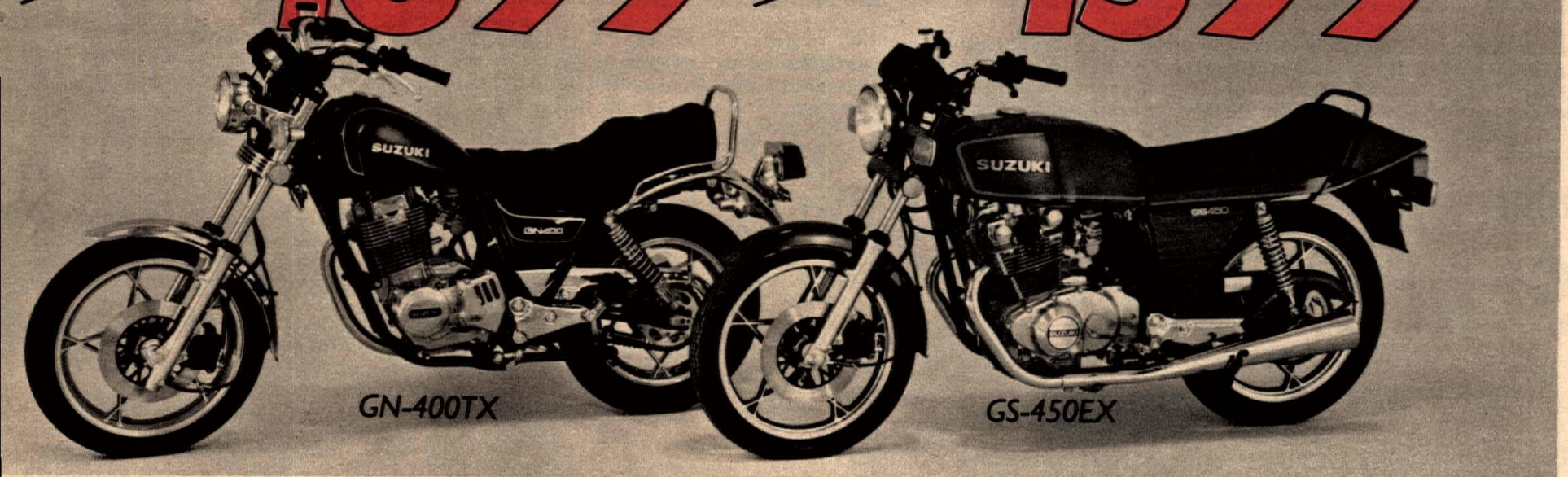
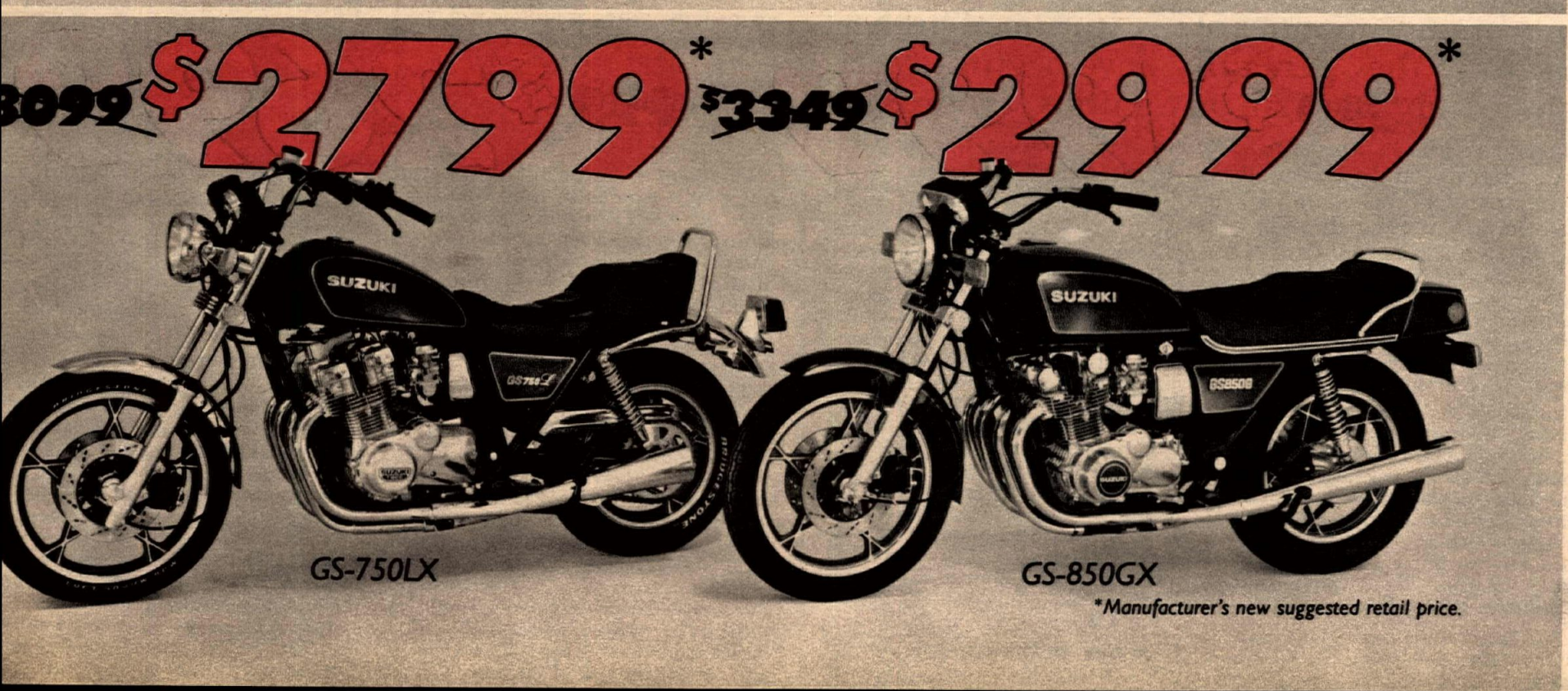


GN-400TX GS-450EX

~~$3099~~ **$2799*** ~~$3349~~ **$2999***



GS-750LX GS-850GX

*Manufacturer's new suggested retail price.